PACIFIC LINES

Southern Pacific Bulletin

NOVEMBER 1940



To the Game by Train

Southern Pacific Bulletin

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ERLE HEATH, *Editor*
GEO. P. SMITH, *Assistant to Editor*

In the interest of and distributed free to active and retired employes. Signed contributions of news items and pictures regarding employes or activities of the railroad are invited, and should reach the editor by the 15th of the month. Pictures should be accompanied by negatives, both of which will be returned promptly.

Who Pays the Highway Bills?

CLAIMS of over-payment by highway users which were made in the recently issued report on "Public Aids to Transportation" are simply and clearly answered in a 16-page, two-color illustrated booklet just prepared for public distribution by the Association of American Railroads. Entitled "Who Pays?," the booklet is written in a novel style of running commentary which is continued from page to page, embracing but a few simple statements in large type on each and interspersing graphs and illustrations in logical order without break.

In this fashion the publication fully dissects the report as it applies to highways and railroads and finds, to mention a few curiosities, that (1) it does not account for land on which highways are built and which has been permanently "drained" from tax-paying resources; (2) of the 25½ billion-dollar highway cost 1921 to 1931 inclusive, vehicle users paid only 10½ billion; (3) the report's conclusion that users have paid more than their share of road costs is based entirely on the arbitrary way in which it assigns costs; and (4) the strange finding that big trucks should pay one cent for each ton moved ten miles while passenger cars should pay 2.6 cents for each ton they move a corresponding distance.

The A.A.R. book also describes the contrast between the principles applied by the report to highways and railroads. Increase in land values and social benefits are the basis for assigning half the cost of roads and streets to general taxpayers, but similar social results of railroads are not credited to them. Further, land is not counted as part of the cost of highways, "but every sort of public aid in securing land for railroad right-of-way is charged against the railroads—and charged not at the value of the land when it was granted, but at its value long after the building of the railroads had made it valuable."

The booklet is available through any SP agency or traffic office, or by writing the *Bulletin*.

Comparative Passenger Travel Safety

IN view of improvement in the safety record in air travel, and the publicity this improvement has been given by the air lines, a recent comparison put in the Congressional Record by Representative Van Zant of Pennsylvania is highly interesting. "Steam railroads carried something more than 200 times as many passengers as did the air lines during the year 1939," stated Congressman Van Zant, "and carried them an aggregate distance 30 times as far, yet railroad passenger fatalities were only about 1½ times as great as those of the air lines. If we limit the air line figures to domestic operations, there were nine passenger fatalities in 1939, or exactly one-third as many as on the railroads. However, the railroads carried 262 times as many passengers as did the air lines and carried them an aggregate distance 33 times as great. In other words, in domestic air line operations in 1939 there was one passenger fatality for each 75,000,000 passenger miles; on the railroads there was one passenger fatality for each 840,000,000 passenger miles. The air lines make much of the fact that over a certain period they carried 2,500,000 passengers a distance of more than 1,000,000,000 passenger miles without a passenger fatality. Let us see what the railroads have done in recent months. In February 1940, the railroads carried 35,000,000 passengers an aggregate distance of 1,700,000,000 passenger miles without a passenger fatality. In March 1940, they carried 36,000,000 passengers a distance of 1,800,000,000 passenger miles without a passenger fatality. During May and June 1940, they carried 74,000,000 passengers a distance of 3,750,000,000 passenger miles without a passenger fatality. The statistics are so clear and convincing that there can be no question of the comparative safety of air and rail travel."

The Human Instinct in Railroading

THERE'S more to railroading than the selling of tickets and operating of trains!

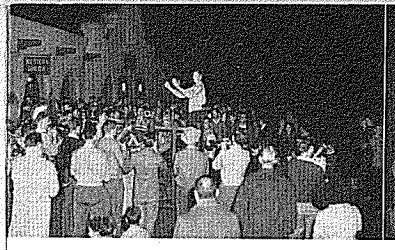
Take, for instance, the recent experience of Clerk Homer Bissell of Dunsmuir, whose kindness in opening his home and his heart to an unknown passenger is related on page eight of this issue. And, perhaps you recall how a flustered young mother finally settled down to a delightful ride with her infant daughter on the *Daylight*, all because of the thoughtful teamwork of Passenger Director Tony Carpita of San Jose and Chief Clerk Bill Woods of Salinas in getting an emergency supply of three-cornered baby's undies, after the lady's husband failed to reach the train with the family's suitcase.

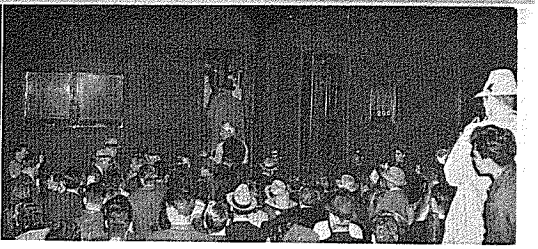
Such human interest incidents highlight the everyday close friendly attention Southern Pacific people everywhere are giving the railroad's customers.

A Railroad Quiz Booklet, containing the answers to more than 400 questions on many phases of railroading, is proving to be the most popular booklet the Association of American Railroads has yet published. Copies are available to employes and the general public on request to any department of the railroad.

"Run of the mill" courtesy is not sufficient. Concentrate on the courtesy that carries feeling and sincerity. Study and practice the methods that are essential to convey to others respectful and decent forms of courtesy and assure yourself that dividends accruing from such will be very beneficial to not only yourself, as an individual, but to the employer whom you represent.—R. L. JONES, *train dispatcher, Rio Grande Division.*







At Berkeley station the Golden Bear varsity got a rousing send-off from students as the football warriors boarded the "Cascade" headed for game with UofW Huskies at Seattle.

(Below) Scenes during the departure from Los Angeles and arrival at Palo Alto of "student specials" carrying Trojan rooters to their game with Stanford's Indians October 26. Southern Pacific had twelve specials in operation and many extra cars on regular trains to handle Los Angeles and San Francisco enthusiasts to the game at Palo Alto.

Legions of Western Football Fans Take to the Trains

NORTH and south, east and west, the cry of the day is FOOTBALL, and the American railroads are glad of it. They're glad because they have come to be such an integral part of the game in being responsible for transporting many of the thousands of spectators whose enthusiasm and color and spirited partisanship make football the most spectacular of American sports. These movements of teams, students and alumni are important passenger movements of the Fall season, coming at a time when the falling off of summer travel would otherwise cause a serious drop in transportation figures.

Southern Pacific, with nearly twenty major colleges located on its Pacific Lines, is particularly enthusiastic when the pigskins start to fly, and the question of the day becomes who will beat whom on the gridiron. Answering that last question brings heavy revenue to the rails, whose speed, safety and economy make them popular for travel to and from games.

Guessing the Traffic

Oddly enough, that vital revenue may be adversely affected or almost doubled by the timely catching of a pass or the opportune kicking of a field goal. For example, Stanford was first rated as a mediocre team and two special trains between SF and Palo Alto were thought to be sufficient for the USC game. But when Stanford came up to this game undefeated, not two but *seven* special trains were needed to handle 4800 people from SF; five specials brought 1400 people from Los Angeles to Palo Alto; and many extra cars were needed on regular trains.

A corresponding movement is anticipated when Stanford meets Washington Nov. 9.

Heavy travel is always occasioned when California goes to LA for their gridiron battles, while each week one or more of the Northwest teams are en route with their followers to northern or southern California points. St. Mary's annual jaunt to New York offers a travel value which now competes with the Fordham game itself as the focal point of the trip. Even for traditional "Big Games" throughout the system, special trains are run from surrounding localities. Many SP personalities are closely allied with the various teams through association of many years' travel. USC would as soon travel without its uniforms as make one of its eastern junkets without Bill Rutledge serving as dining car steward. Such examples are countless and form one of the main reasons why SP plays such an important part in the football schedules of so many schools.

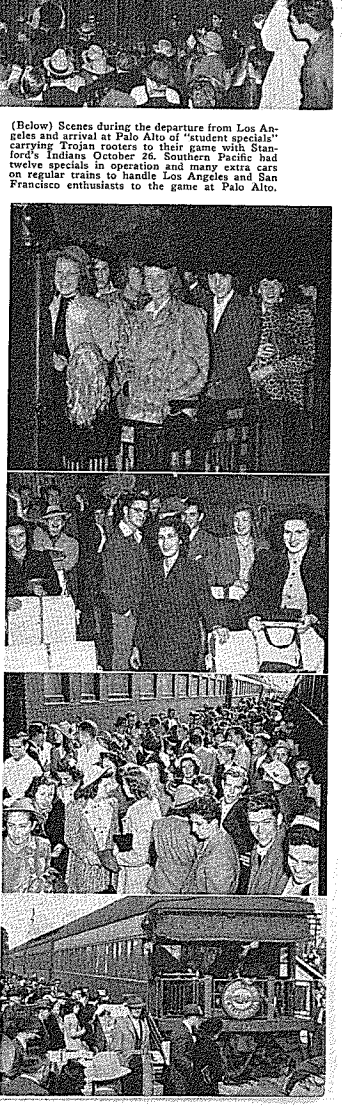
Heavy passenger movement is not limited to the games of the nationally prominent teams, as can be seen by some of the transportation figures dealing with the smaller and Junior Colleges. Fresno State moved en masse to Stockton with 787 passengers; Ventura Jr. College took 350 to Glendale; SF Jr. College, 316 to Sacramento; Whittier, 800 to Occidental at Eagle Rock. Even the High School games often produce heavy movements.

Railroad Teamwork

The handling of this volume of traffic, smoothly and without disturbing regular line trains, is not a thing that just simply happens; it is a matter of long planning and of plain hard work. For the teamwork and energy of the Nation's top ranking teams find a counterpart in the hundreds of railroaders who move them to and from their games.

Departments and details involved in simply the local movements from metropolitan areas to university stadiums for major games are almost innumerable. First, estimates are made of the number of people to be accommodated and the

Cover Picture: "It's fun to ride the train to the game," was the exclamation gleaned from the radiant countenances of these University of Southern California co-eds as they stepped from the coach of their special train at Palo Alto October 26 after an all-night ride north from Los Angeles to witness the football game with Stanford. They're rested and ready for a Saturday full of day and night collegiate galeties, and on Monday morning the train will have them safely back to their classes again.



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equipment needed. These estimates are based on many eventualities and fluctuate each week with such widely different factors as the success of the teams involved and the weather forecast. When final estimates and schedules are drawn, equipment is assembled from various parts of the System by the Transportation Dept. Ticket forces are enlarged, special ticket selling booths set up. Passenger Traffic and Operating men convene at station and game sites, many times using specially constructed loudspeaking systems to facilitate the entraining of thousands. To the superintendent's forces go the responsibility of actual train operations. Theirs to cope with such problems of storing special trains during the game, yellow-boarding of signals, placing of crossing watchmen, and the countless details hinging upon the movement of thousands of people, swiftly and without mishap. Likewise the Dining Car Department, the Special Agent's Office and Baggage rooms work with full manpower and at top speed.

All this, remember, is simply on local movements where it is unnecessary to consider sleepers, diners, lounge cars, and the countless other details incident to more distant operations. So, folks, when you sit in the packed stadium next Saturday and cheer your team to victory, don't forget a cheer for that hardest working, smoothest running team of all—the railroad.

Steamer Division, whose activities greatly decreased when electric interurban trains started running over the San Francisco-Oakland Bay Bridge, was abolished October 1. Ferry boats operating to and from Oakland Pier in connection with main line trains are now under jurisdiction of the Western Division, on which division Captain C. F. Heath becomes ass't superintendent, and Charles Green becomes ass't master mechanic.

One Lady Discovers Radium; the Other, SP Business



Headed for New York and the "Believe it or not" radio program, Mrs. Josie Bishop (left) was extended bon voyage by Mrs. Amy Crouch, head telephone opr. of Bakersfield.

THIS is the story of Mrs. Josie Bishop and Mrs. Amy Crouch, two ladies who get things done.

Mrs. Bishop has spent the last twenty years prospecting on the Mojave desert. Now 65, she is known as "the grand old lady of Kern county." Five years ago, Mrs. Bishop discovered traces of radium, rare and valuable metal, on her claims near Red Rock canyon. Her assertions were doubted until government investigators bore out her statements. Then came "owner" after "owner" to contest Mrs. Bishop's right to these claims. But the grand old lady, a daughter of Sheriff Bishop who dealt with Geronimo and his bandits in the Southwest, was not unused to fighting. She defied the intruders. Recently, she won clear title to all 17 claims under litigation and received an invitation from Robert "Believe it or not" Ripley to visit New York at his expense and appear on his national radio program.

Mrs. Amy Crouch is head telephone operator for SP at Bakersfield and intimate friend of Mrs. Bishop. Immediately upon hearing of Mrs. Bishop's plans for an eastern trip, Mrs. Crouch contacted local SP traffic men, had a detailed itinerary prepared and followed through by securing a prepaid order for the round trip, Mojave to New York, routed both ways via SP lines. Further, she traveled to Mojave when Mrs. Bishop entrained for New York to see that lady off on her first trip to the east.

From New York Mrs. Bishop will continue to Washington where she has been promised an interview with either the President or ranking officials in an effort to obtain government assistance with the extremely expensive mining operations necessary to reclaim the radium.

The excellent piece of salesmanship displayed by Mrs. Crouch was commended by personal letter from Vice President F.S. McGinnis. Efforts of such wide-awake employes as Mrs. Crouch are as valuable to the SP as are the radium deposits to the Mojave claims of Mrs. Bishop.

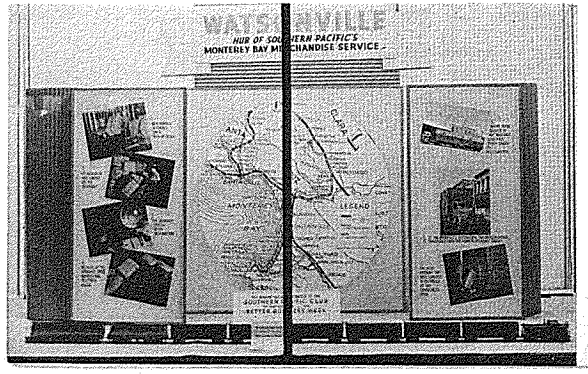
Sherman K. Burke Promoted

APPOINTMENT of Sherman K. Burke as assistant vice president, system freight traffic, became effective Nov. 1. Mr. Burke has been with the Company since 1924. He became a freight agent in San Francisco after a short period at the West Oakland Stores. Then followed appointments as Industrial Dep't chief clerk, ass't general industrial agent, and various positions in the Freight Traffic Dep't, where he has been ass't to vice president of system freight traffic since 1936. His headquarters will remain in San Francisco. Mr. Burke graduated from the University of California in 1917 and served with the army during the World War, finishing with the rank of captain.

Streamlined Selling: "Picking Business Out of the Air" could be the literal title of this item: Shortwave Radio Operator Wm. Mayer of New York City pulled in a call from W. H. Happy of Flint, Mich., asking for information about a trip to California this winter. Mayer obligingly informed H. H. Gray, GPA for SP in New York, who passed the tip to Robt. McDowell, general agent, Detroit. One hour after getting the wire from N. Y., McDowell made an appointment with Mr. Happy and a sale for SP was well on its way.

Facts About SP Co. is the subject of a pocket-size, well illustrated booklet containing interesting information about our railroad. It is available to all employes through SP agencies, division and traffic offices, or by addressing the SP *Bulletin* in San Francisco.

DYNAMIC DISPLAYS picturing SP-PMT service appeared in many Watsonville windows during their recent Better Business Week Carnival. The displays were prepared by the Advertising Dept. and placed in prominent windows through the activity of the Watsonville SP Club 100 and the cooperation of local merchants. The display pictured below vividly portrays the part played by Watsonville as a distribution center in the train-truck coordinated freight service of SP-PMT.



Big Artillery:

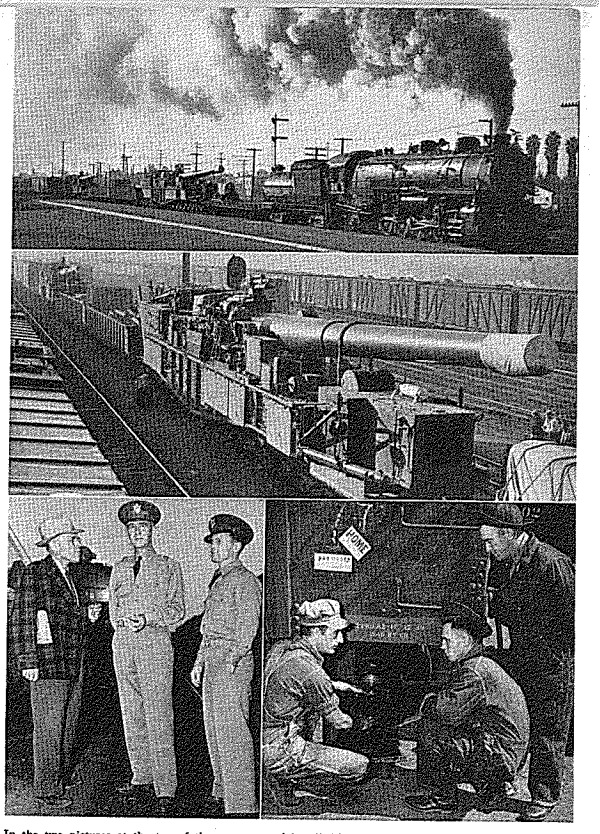
GUNFIRE fell into the upper Santa Barbara Channel for the first time in history, October 29. On that date, two of the army's large cannons, known technically as "railroad rifles," broke a silence of four years as they fired 28 shots during maneuvers in the vicinity of Naples, Calif. Military authorities described the maneuvers which brought the guns from Fort MacArthur, San Pedro, to Naples, as "purely technical and without tactical significance."

These guns are mounted on railroad flatcars of special construction. They moved north in a twenty-car military train carrying ammunition, loading machinery and other accessories. Days before the train pulled out, SP inspectors checked bridges and clearances. All cars moved smoothly to their special spur on a bluff overlooking the beach. At this point, intricate devices released the guns to center the entire weight on the rails. Heavy struts to relieve the terrific impact of the recoil were affixed as part of preliminary preparations before the practice bombardment took place.

Target of the guns was mounted on a barge hauled at the end of a 1000-yard hawser by a channel tug. The cannons have a maximum range of about twenty-five miles. Their marksmanship on this particular occasion, at unannounced distance, was said by military authorities to be "creditable." As a final statistic: Each time one of the 1400-pound projectiles is fired it costs Uncle Sam $1,000.

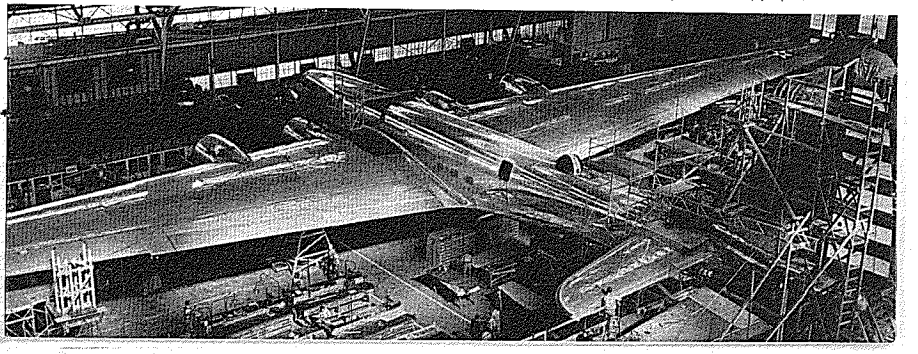
Big Bomber:

JUST ten years ago, an airplane weighing eighty tons, with a fuel capacity equal to a railway tank car, a range of 7500 miles, and a speed of 210 miles an hour, was inconceivable. Some time this year, just such a plane, the B-19, will leave its hangar at Santa Monica and take to the air for test flights before delivery to the U. S. Army. It is the most powerful airplane ever constructed — "a flying dreadnaught armed with machine guns, cannon and a huge bomb load" according to its builders, Douglas Aircraft.

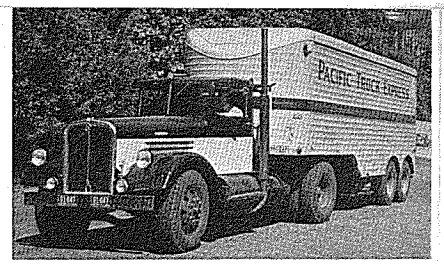


In the two pictures at the top of the page two mighty "military rifles" move through Glendale en route from San Pedro to Naples for target practice. (At left) Conductor T. S. Powell confers with Lt. Col. E. C. Mead and Lt. D. H. Earl. (At right) Yardman Dan Peronteau giving instruction on packing journals to men of Coast Artillery.

Below is the superbomber on which 500 engineers are working night and day to complete for the U. S. Army at a cost of $3,000,000.



Healthy New Trucking Unit



Line-haul truck of the Pacific Truck Express, the Oregon company acquired by the PMT last July. Over 70,000 miles are now covered monthly by the PTE fleet of modern equipment, giving greater spread to SP's coordinated rail-truck services in western Oregon.

THE acquisition of the Pacific Truck Express by the Pacific Motor Trucking Company last July has given an ever increasing number of shippers an opportunity to become acquainted with the convenience and efficiency of a coordinated rail-truck operation. Since the purchase, PTE operations have been reorganized so as to extend to most of western Oregon the expeditious rail-truck handling of less-than-carload shipments that PMT has offered for some years in the southwestern regions of the state.

Headquarters of PTE, a common carrier of many years' outstanding service in the Northwest, are in Portland. Their fleet of modern trucks are operating over 70,000 miles a month. As movements of less-than-carload freight are highly competitive in the area served, both the PTE and the SP companies are anxious that their personnel do all possible to make known the advantages of using such rail-truck coordination.

Acquisition of the PTE is in line with PMT's program of constant expansion to give a wider shipping public the benefit of this most modern service for door-to-door movements.

Movies Will Get You If You Don't Watch Out

"STAY out of the Movies" was the advice given PMT truck drivers by W. A. Huggins, state coordinator of traffic safety education, at recent PMT meetings in Sacramento and Oakland.

Mr. Huggins, however, was not referring to Hollywood but to the latest device used by the State of California Dept. of Motor Vehicles in its war against traffic violators. This device is known as the "Traffic Analyzer" and consists of a motion picture camera mounted behind the windshield of a highway patrol car. By operating the camera while following an automobile, the patrol records every movement of that automobile and the speed at which it is being driven.

Needless to say, some amazing films have been made of Mr. John Q. Public's deplorable traffic manners. During the two reel showing, PMT drivers from the safety of their auditorium chairs experienced the thrill of wild rides up to 90 miles per hour; the pride of seeing a PMT truck followed and found to observe traffic rules strictly.

Besides remarking on the films shown, Mr. Huggins spoke on the importance of reaction time in accident prevention and the problems of the truck operator on today's high speed highways. After his talk, the meeting was opened to general discussion.

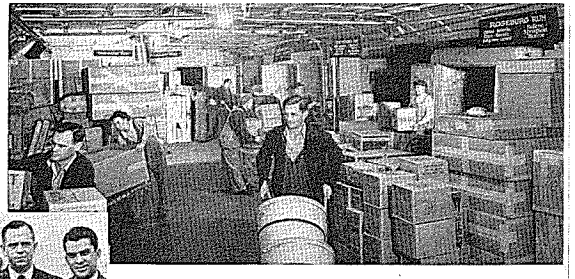
Meetings of this type are held in connection with the PMT system wide accident prevention and educational program under which drivers are addressed by Safety Engineers and others on new developments in highway safety. Whenever possible, outstanding experts in some particular field are invited to talk. Effectiveness of this program is reflected by steady decline of the system accident ratio.

It's More Business the LA Trafficmen Want

"GENTLEMEN, we're going to do something about it!"

So stated District Passenger Agent C. A. Pestor at a most successful meeting of passenger trafficmen held recently in Los Angeles. Pestor was speaking of the coming months when passenger business periodically drops off considerably. While recognizing this seasonal factor, he set the theme of the evening's discussion by pointing out that every opportunity must be grasped to increase business through increased service.

General Agent Howard Bullen of the







Freight house facilities and personnel of the Pacific Truck Express, an Oregon freight trucking company recently acquired by the Pacific Motor Trucking Company, are shown in the accompanying pictures. Above: General view of new Pacific Truck Express dock located at Portland's SP Freight Depot. In the foreground Drivers H. Watson, M. Peterson, J. McMahon, V. Wenzel, and Whse. Foreman J. Kenny of SP. Left, above: Ass't Sup't R. M. Marshall, Clerks C. W. Barber and T. Erickson, Steno. M. Morrison, Dist. Mgr. R. K. Lattin, Steno. L. Huff, Office Mgr. E. Smith, Sup't R. P. McDaniel. Below, crouching: Bob Marshall, Sup't R. P. McDaniel, Drivers R. Watson, R. Hess, J. Saunders, H. Watson. Standing: Dist. Mgr. R. K. Lattin, SP Agent H. J. Mohr, Drivers J. Lozier, G. Erickson, J. McMahon, M. Peterson, V. Wenzel, E. Nicodemus.

Canadian National very graciously presented a moving picture featuring the CN's "Triangle Tour," and the Southern California Telephone Co. screened "The Voice of Mr. X," a moving picture demonstrating the correct way to use the telephone. Mr. Pestor, the principal speaker of the evening, further emphasized the importance of using the telephone to best advantage.

Other matters brought up were the connection between the *Morning Daylight* and the *Cascade*, effective Sept. 29, which made possible the fastest schedule in train history between Los Angeles and Portland; mention also being made of connection possible between the *Morning Daylight* and the *Beaver*, providing excellent economy service. Also discussed were student rate meetings which are held once weekly and which have proved so popular among the younger men; the importance of securing the correct makedown of Pullman space; and the decrease in duplicate sales in the Los Angeles District. Among those present were Traveling Passenger Agent W. E. Campbell and several men from the Pomona District.

SP Day Film to Be Shown at Employe Meetings

THREE meetings of employes are to be held this month at which courtesy and personal service to the railroad's customers will be the important subject of discussion. Arrangements for the meetings are being made by local representatives of the SP Clubs in cooperation with the superintendent's offices, and are scheduled for San Jose on the 9th, El Paso the 15th, and Yuma the 19th. Entertainment to be interspersed with the speaking program, will include the colored motion picture showing hundreds of SPers who attended Homecoming and SP Day events in San Francisco last summer, as well as numbers presented by local members of the SP Family.

Railroad Officers Discuss Public Relations

"WHAT Are The Railroads Doing to Improve Public Relations?" was the subject of a meeting of the Pacific Railway Club held October 17 at the Palace Hotel, San Francisco

Speaking before a large attendance, Col. R. S. Henry, ass't to president, AAR, Washington, D. C.; K. C. Ingram, ass't to president, SP; E. C. Schmidt, Ass't to president, UP; and E. G. Ryder, special representative, AT&SF, told what has been attempted and accomplished to date, and what is planned for the future, toward sustaining and improving cordial relations between the roads and the public which they serve. The Club's president, A. M. Reinhardt, ass't freight traffic manager of the Santa Fe in SF, introduced the speakers.

Hobby Brings Joy to Thousands



Joe Casoly, SF Eng'r Dept., distributes colorful paper cards to some of the thousands of tots to whom he is a year-round Santa Claus.

MOST people have hobbies that are of tremendous interest to themselves. Joe Casoly has a hobby that is of tremendous interest to himself — and twenty thousand other people.

It all started one night five years ago when J. A. (Joe) Casoly, of the General Office Engineering Dept., brought home a few travel folders to his son, Bradford. They were attractive looking, those folders, and they were destined to play a mighty part in the lives of many, many children. Young Bradford Casoly, aged three, took the folders with a whoop and settled down to many hours of coloring and cutting and pasting to the tune of that soft gurgling that means that all is well in the life of a three-year-old.

As the hours passed and the youthful Bradford continued to derive as much and more enjoyment from those folders as he ever had from his most expensive toy, Joe Casoly's amazement gave way to thought. He thought of the countless numbers of such folders and pamphlets that must be lying unused in San Francisco offices; thought of underprivileged children in San Francisco Homes, Hospitals, Nurseries to whom those folders might be as attractive as they were to Bradford Casoly.

The thought led to action and the discovery of Joe's hobby: collecting old folders, scraps of colored paper, used Christmas cards, samples of colorful cloth, and distributing them to the underprivileged children of San Francisco.

In the beginning, Joe devoted his lunch hours to calling on heads of business firms explaining his idea, asking their cooperation and their scrap paper. Most firms, especially the wholesale paper houses, were obliging from the start, although dubious that the articles Joe requested could be of use to anyone.

But Joe, with the picture of young Bradford in his mind, had no doubt, and Joe was right. He took everything that was offered, no matter how useless it might seem, his only requisites being that the material was clean. In one case where he asked for colored scraps of paper made by a punching machine, the manager told him that he had been paying to have these scraps taken out and thrown away. A few days later Joe returned to show that manager pictures and posters and cards and toys in which his round paper scraps played the part of everything from stars in the sky to eyes in a doll.

That's one of the most enjoyable things about this hobby, observing what is produced out of useless things by the creativeness of the child mind, watching the stimulation given an innate artistic sense by simple pieces of paper.

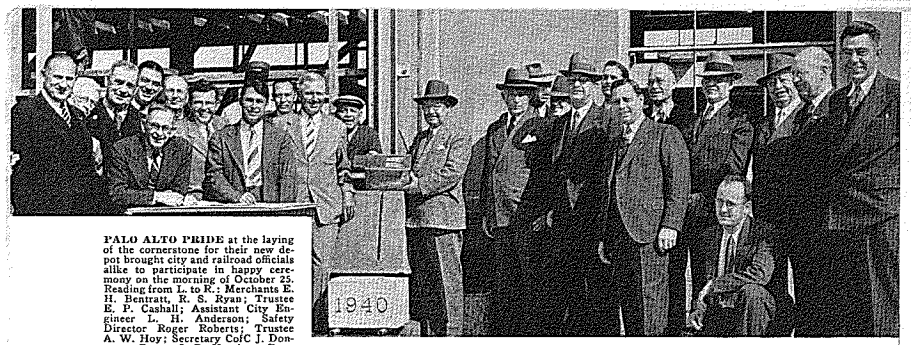
Transportation was one of the biggest problems faced, for Joe has no car and when word of his work got around he found material being offered him often in hundred-pound lots. To the rescue came Chief Charles Brennan of the S. F. Fire Dept., whose trucks, when they can be spared from duties, now pick up the thousand and one items donated.

The trucks bring all material to Casoly's home, where it is segregated and divided for redistribution to the twenty-six institutions of all classes and denominations that have grown to depend on this charitable activity.

The basement of Joe Casoly's home looks like a child's idea of Santa Claus' workshop, which in a way it is. But Joe plays Santa Claus practically every day of the year. Books and pamphlets and advertising matter and stationers' stock and colorful odds and ends are everywhere waiting a call from an institution's truck or the arrival of one of Joe's friends with a car, or the packing of the big leather case that has become as much a part of Joe's apparel as his shirt. Then off they go to add to the happiness of those children in whose lives happiness has been too rare a thing.

A certain amount of suspicion was encountered by Casoly when he first started his great work but its approval by the Community Chest, and the Better Business Bureau, and Bradstreets has done away with most of that. Joe says the question asked most of him was "What do *you* get out of this?" To this day Joe's answer is "I don't get a thing." But we think you're wrong there, Joe. We think that every time any one of your fifteen thousand underprivileged children scrawls a crayon over one of your new folders, or cuts a doll from one of your scraps of paper, that you get as much as many men will ever get in their whole lives . . . and we congratulate you.

"OUR AIM." says President A. D. McDonald, "should be to make Southern Pacific a friendly railroad; to make Southern Pacific and its people distinguished above all our competitors in the transportation field for the quality of our personal service."



PALO ALTO PRIDE at the laying of the cornerstone for their new depot brought city and railroad officials alike to participate in happy ceremony on the morning of October 25. Reading from L. to R.: Merchants E. H. Bentratt, R. S. Ryan; Trustee E. P. Cashall; Assistant City Engineer L. H. Anderson; Safety Director Roger Roberts; Trustee A. W. Hoy; Secretary CofC J. Donovan; Porter J. R. Harrison, Pres. CofC E. C. Bishop; F. Rogers; Mayor J. B. Blois; Jim Farmin; Chief Engr. W. H. Kirkbride, GPA F. C. Lathrop; TPA Napier Tucker, TPA L. B. Stevenson; Architect J. H. Christie; Ass't Engr. C. J. McConoughy; DPA T. Louis Chess; Agt. C. A. Stone; Div. Engr. James Dawson; News Stand Agt. James Saitta; Realtor C. H. Helm; Conductor Frank Sipe; and Ticket Clerk G. F. Schubert.

"Arizona Limited" Name of New Streamliner

THE name *Arizona Limited* will be carried by the new high-speed streamlined train to be placed in service this winter between Chicago, Tucson and Phoenix by Southern Pacific and Rock Island lines.

An extra-fare, all-Pullman train, the streamliner is to operate every other day out of Chicago and Phoenix, shortening the fastest schedule now in effect by several hours. It will be in service westbound December 15 to March 31 and eastbound December 17 to April 3. Tentative schedules provide for an elapsed time of 39 hours and 40 minutes westbound and 38 hours and 30 minutes eastbound.

The *Arizona Limited* will be in addition to the present *Golden State Limited* and *Californian*, which are not extra-fare trains and whose schedules will not be affected. Travel to southwest cities is expected to be heavier this winter than ever before, and the new streamliner is planned to provide de luxe service.

Oldest Pensioner. Frank McGreehan, 99, former ferryboat fireman, died in Oakland Sept. 21. He started work on the ferries in 1877 and had been retired since Sept. 1911. Although he was the oldest pensioner, McGreehan was exceeded by several other veterans in number of years on the SP pension roll. The two holding top rank are: Luch Brewer, who retired in July 1908 as Gen'l Freight Dept. stenographer, and Wesley S. Conser, Portland Division conductor, who retired the same month.

President Fell: Walter Fell, city passenger agent, SF, had his own presidential election. It had nothing to do with the Willkie-Roosevelt affair, but involved his being unanimously named number one man at recent annual convention of the National Association of City Passengent Agents in Washington, D. C. He was formerly vice president of the association's Western Region.

Big 1941 Rail Order

SOUTHERN PACIFIC Company has placed orders for approximately 40,000 gross tons of steel rail, to cost about $1,800,000, for use on its Pacific Lines in 1941. The orders will be divided between Columbia Steel Company, Bethlehem Steel Company and Colorado Fuel & Iron Corporation.

Friendly Dunsmuir Clerk Is Ally to Mr. Stork

THE stork was flapping its wings mighty close behind train No. 20 as it pulled into Dunsmuir recently. But close as it was, a worried young mother's main concern was not over the arrival of that traditional bird, but rather for the welfare of her five-year-old daughter who was traveling with her.

Conductor R. D. Emmick and Brakeman F. L. Poole did all they could to make the lady comfortable until the train reached Dunsmuir. There she was met by SP Doctor R. J. Merrett and rushed to a nearby hospital. It was not, however, a worried, harassed little lady who went with the doctor, but rather a smiling, reassured mother who waved gaily at her little girl before going to the hospital. And therein lies the story of Mr. and Mrs. Homer Bissell.

Homer, a clerk at Dunsmuir, was on hand when the train and stork arrived almost (but not quite) simultaneously. Homer quickly detected the concern of the mother for her daughter, saw the tearful face of a very little girl, and Homer did something about it for he has a little boy and girl of his own and well understands how tragic youthful tears can be.

For the next week, while her mother was in the hospital with a fine, healthy, new baby, the little girl stayed in the home of the Bissells, receiving the affection of a thoughtful and generous family. When the lady left the hospital, she was accompanied by her mother and, together with the new-born baby, all three joined the little girl as guests of the Bissell household for two days. Then the four of them continued on their way, very happy, very grateful.

Grateful, too, is the Southern Pacific Company that such kindly men and women are in its service, adding daily to the tradition of THE FRIENDLY RAILROAD. Salute to Mr. and Mrs. Homer Bissell, good samaritans of Dunsmuir.

Operating Results for the First Nine Months

FOR the nine months ended September 30, 1940, Railway Operating Revenues of Southern Pacific Transportation System amounted to $166,604,302, or $8,060,744 more than the revenues for the same period of 1939; a 5% increase.

During the same period Railway Operating Expenses were $124,930,112, or $7,192,234 more than the expenses for the same period of last year; a 6% increase.

Federal retirement and unemployment insurance taxes amounted to $4,933,038 and other railway taxes $8,872,809; a total of $13,805,847. After deducting these taxes and $9,434,821 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $18,433,522, or $82,021 less than the net railway operating income for the first nine months of 1939.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the eight months ended August 31, 1940, the final result was a Net Loss of $2,327,342, which compares with a net loss of $1,243,131 for the first eight months of 1939. No dividends have been paid since January, 1932. The final results for the nine months period of 1940, not available as the *Bulletin* goes to press, will be shown in the next issue.

Southern California Beckons Nation With All-Winter "Sun Festival"

By GEORGE B. HANSON
General Passenger Agent, Los Angeles
Chairman, Transportation Section, "Sun Festival"

SOUTHERN California is offering its first annual all-winter Sun Festival as a means of focusing national attention on a variety of colorful and outstanding events being staged there this season, and also as a medium for attracting greater tourist and vacation travel to this sun-blanketed region.

The festival season opened the first of November, and nearly every day until the end of March there will be major entertainment features at many cities and resorts. Supplementing these special events, the Festival committees are not overlooking directing attention to the multitude of sightseeing attractions in the Southland, or to encouraging visitors to get full enjoyment and relaxation by absorbing generous quantities of health-giving sunshine in the numerous resort areas.

There are 300 official events on the festival program, ranging in magnitude from the famed Tournament of Roses at Pasadena and football classic, to picturesque community pageants; the locale spreads from the Pacific Ocean to the desert banks of the Colorado River, and from Old Mexico to the high Sierra; and the amazing fact is that almost all events will be out-of-doors under a warm sun.

Christmas is celebrated out under the sky in southern California where one of many attractions is the entire mile of 70-foot living Christmas trees at Altadena ablaze with glittering colored lights. There will be numerous musical, cultural and scientific programs; also many flower shows throughout this region where the floriculturists have a winter-long season. Everywhere sports enthusiasts have opportunity to enjoy their favorite events at the seashore, in the mountains, or out on the desert, where facilities and accommodations are available to suit any range of lavishness or economy.

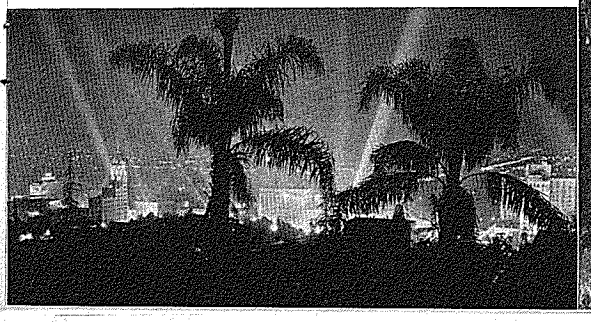
Southern Pacific, along with other transportation companies, is taking a leading part in calling attention throughout the nation to the many events arranged for the coming winter months by the Festival committee — events that should prove most beneficial to many neighboring communities and states in attracting visitors.

Thousands of booklets giving details of the all-winter activities are being broadcast over the nation. Attractive posters for ticket offices, travel agencies, and elsewhere have been distributed, and attention is being called to the Sun Festival in many advertising displays. Southern Pacific is joining aggressively in this effort, and a "plug" for the festival appears in all of our national advertising.

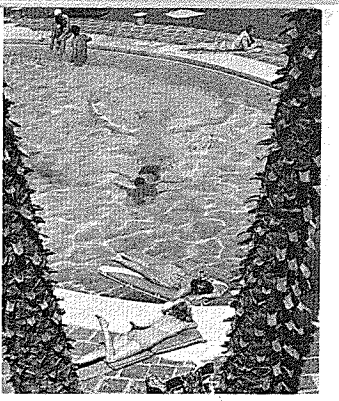
That the winter program has captured the interest of travel agencies, organizations and individuals in eastern states, was evidenced in conversations I had with traffic officials at the recent Chicago meeting of the American Association of Railroad Ticket Agents. At a number of places visited I noticed Sun Festival posters and pamphlets prominently displayed, and altogether the interest shown was most encouraging.

An active committee of business representatives developed the Sun Festival idea, under leadership of the All-Year Club of Southern California. Recognition and appreciation of the support being given by Southern Pacific and other railroads is voiced in the following statement by Don Thomas, managing director of the All-Year Club:

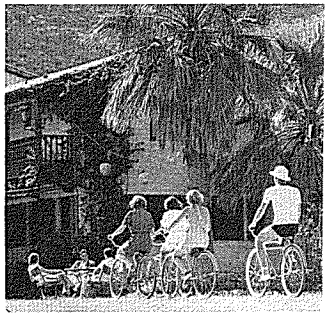
"The reception of the Sun Festival program by all of the railroad interests is not only enthusiastic, but unanimous. The active cooperation which the railroads are giving this effort is the most remarkable we have ever experienced in a cooperating program of this type."



Between Sun Festival events, Hollywood's bright lights and night spots will offer the visitors relaxation after busy days of sightseeing. (All-Year Club of Sou. Calif. photos.)



Typically Southern California are these two winter scenes of swimming and cycling under warm sun.

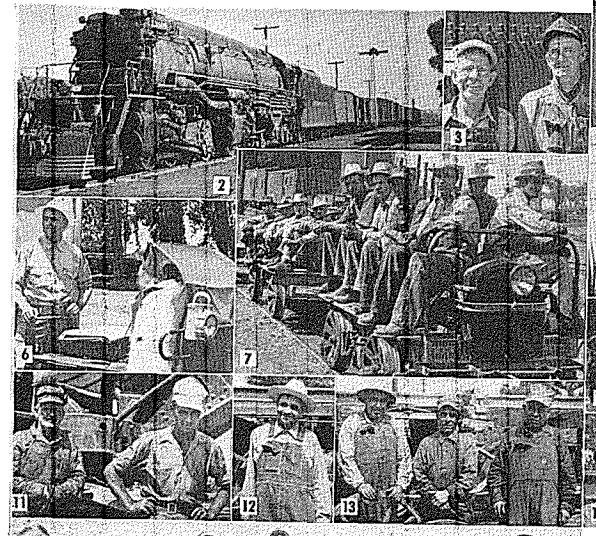


There are more than 60 all-grass courses for the Southern California winter-long golf enthusiast.



S. P. Folks Out "Alamo" Way

MID-WAY (1371 miles) between Chicago and San Francisco on the SP Golden State Route, is Alamogordo, N. M., city of 4000 population familiarly known as "Alamo" *to almost everyone* on the Rio Grande Division. It was Feb. 1902 when the old El Paso & Northeastern opened its line through this region, and Alamogordo has been important to the railroad ever since. Located on the edge of the Sacramento Mts., close to *heavy stands of spruce and pine*, "Alamo" acquired its first big saw mill and wood preserving plant simultaneous with the railroad's coming to town. Through varying business cycles it has continued as a center of lumber activities. Here the SP has one of its wood preserving plants. Fertile mountain valleys *feed considerable* produce through the local station, with yearly average of about 250 cars of vegetables, and 100 cars of apples. Daily bus service operates from the station to the amazing White Sands region, the nature wonder that attracts increasing thousands each year; and bus service *is also available during* summer months to the nearby Cloudcroft resorts that nestle in the pines with delightful temperature at elevation of 9000 feet.





In the Pictures: (1) Adjoining the station at "Alamo" is a pleasant, shady park where SP Club of Rio Grande Div. held this year's big *picnic*. ● (2) New coal burners of 2-8-8-4 type operate through "Alamo." This train's crew was: Cond. R. T. Vaughan, Eng. Gordon Gunn, Frmn. R. S. Peterson, Brakemen E. W. Conte and F. C. Sears. ● *(3) Eng. J. D. Richardson*, Frmn. J. P. Dennis, head-enders on "Californian." ● (4) Agt. E. P. Rees (seated), 25 years at "Alamo" and 16 years on school board, has confab with (l.-r.) Cashier T. M. Carr, Porter Domacio Nogales, and Telegrapher R. "Dick" Wilford, "Alamo's" former mayor for four years and prominent in all civic affairs. ● (5) Wilford "hooping" orders to Cond. Bob Hoffman. *Brakemen are* C. B. Wells and A. Hancock. ● (6) E. Y. Kimmons is the maintainer who looks after block signal. ● (7) J. O. Chlarson, B&B foreman, and his gang off for some bridge repair work. ● (8) P. Johnson, *cinderman; and* (l.-r.) Sectionmen Y. Sarimento, G. Torres, A. Torres, P. Marquez, and D. Nogales, now pensioned. ● (9) (10) Telegraphers Clair O. Ives and R. R. Garner. ● (11) Ditcher Engr. O. A. Tobin (right) and Helper Wm. *Goins*. ● *(12)* J. J. Holden, car inspector. ● (13) E. Avasta, car repr.; F. M. Gutierres, laborer; Luis Soto, car repr. ● (14) Sec. Foreman D. V. Dunlton has had 25 years' service. ● (15) J. E. Farley, roundhouse foreman, has spent 30 years at Carrizozo and "Alamo." ● (16) Paul Stone (right) is handling the adzing machine used to smooth spots on the ties for tie plates. Lupe Sanchez *is the pusher. In background are piles of ties* being air seasoned and reduced to required moisture content before receiving their bath of creosote in tanks of the wood preserving plant. ● (17) V. M. Kysh, formerly of West Oakland, is sup't of the plant. ● (18) A portion of his force, including Julia, whose mule-sense borders on the human, making her a most dependable hand. More facts about the plant *will be found in another column on this page.*

Where Many SP Ties Get Creosote Bath

JUST in case you are not familiar with what is known as a Wood Preserving Plant, let us explain that it is a plant where railroad ties, structural timber, piling and poles are treated with creosote, creosote-petroleum mixture and *other chemical solutions to preserve the* wood against decay, termites, marine borers, etc. Treatment is applied to a charge of timber in a closed cylinder, or "retort," under varying conditions of time, pressure, vacuum and temperature.

The plant at Alamogordo, N. M. (*pictures on this page*), *is one of four owned* by the SP, and is the oldest. Other more modern plants are located at West Oakland, Eugene and Wilmington; the latter, however, is now under lease to outside operators. It is from the plant at "Alamo" that the Rio Grande, Tucson and east end of *Los Angeles Division* are supplied with treated ties and timber.

Originally built in 1902 by the Pennsylvania Lumber Co., and first used in treating mine timbers, fence posts and cross ties for a railroad in Mexico, the Alamogordo plant was acquired by the old El Paso & Southwestern in 1910. It consists of two retorts six feet in diameter and 106 feet long. In the immediate plant yard there is trackage for storing approximately 300,000 cross ties, where they are air seasoned and reduced to the required moisture content before treatment. Adjoining the plant is the Southwest Lumber Company's sawmill.

All of the switch ties and most of the lumber treated there is mountain Douglas fir logged in nearby Sacramento Mts. About 10% of the plant's cross ties are also received from this source, but the great bulk, or some 300,000 ties annually, is shipped in from East Texas and Louisiana, and consists of about 85% gum and 15% Southern pine. The pine requires three months and the gum from four to six months of air seasoning. The hardwood gum ties are especially suitable for the dry desert regions of the Southwest due to their ability to resist wear, and for *which reason they are also used extensively* on curves.

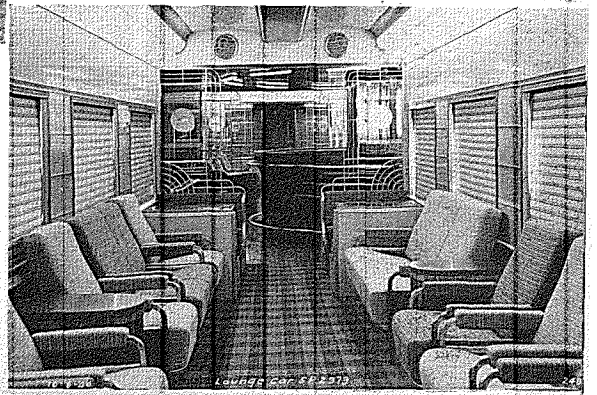
An average of 50 employes work at the Alamogordo plant, under the superintendency of V. M. Kysh who started with the Company in the General Office in 1913. Following service in the navy dur*ing the last war, he transferred to West* Oakland and got his training in wood preservation under F. D. Mattos, now manager of SP wood preserving plants.

Famed White Sands near Alamogordo, N. M., attracted 11,000 visitors during August, reports Tom Charles, whose bus makes daily trips from SP's trains at "Alamo." This was the fourth consecutive month *that figures of 1940* showed 100% increase over last year.

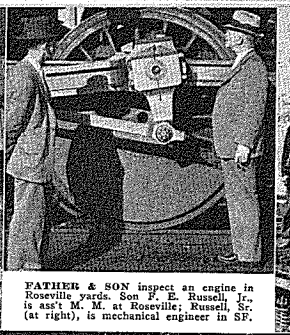
Shops Turning Out Modernized Cars

AS one unit in an extensive passenger car repair and conversion program being carried on at Sacramento Shops, a newly modernized and air-conditioned lounge car (below) was released Oct. 8 and placed on the *Lark* between SF-LA. Sponge rubber upholstered seats, heavily carpeted floors, semi-circular mahogany bar *in center of the car, fluorescent lighting*, special couplers, rubber cushioned draft gear, anti-rattling and buffing de*vice, are among the comfort and safety* features. Harmonizing colors, aluminum grill work, stainless steel trimming on furniture feature the decorative scheme. Two club cars are being air-conditioned at the shops; several baggage cars and an assembly car remodeled; and air-conditi*oning of ten diners was completed at* Sacramento recently.

Interior of one of the lounge cars modernized and air-conditioned at the Sacramento Shops.







FATHER & SON inspect an engine in Roseville yards. Son F. E. Russell, Jr., is ass't M. M. at Roseville; Russell, Sr. (at right), is mechanical engineer in SF.





STRIKES & SPARES are the business of the determined looking groups in surrounding pictures. They bowl hard and fast, and claim that buildings shake for blocks when they send pins flying. ● (Above) Ten teams of El Paso SP Bowling League in ultra modern Five Points Alleys. This night, with the house packed, pictures being taken, and a radio broadcast made, they had little time for bowling ● (Left) Officials of SF SP Bowling League: Arnold Houghton, V. P.; M. Montague, Pres.; Jimmy Madden, Sec'y.; ● Turnout for SF bowling was so great that league was split into "Overland" and "Sunset" groups. (Below) The bowlers from "Overland" Division.



B&B GANG (above) was snapped by John Jackson of Gen'l Pass. Dept. near Saline Station on Salt Lake Div'n. Back Row: Delbert Pike, K. Butteridge, J. Robinson. (Front) R. Sever, B. Vanderveen, A. Vanderkooi, B. Davis, H. Funk, Carl and V. Anderson, and T. Callaghan.

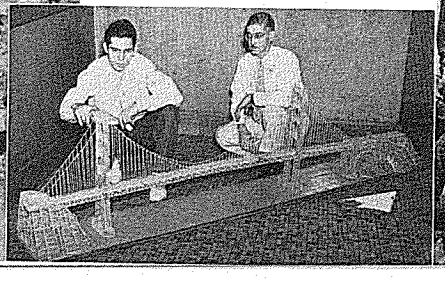
SAFETY RECORD is claimed by Tool Room employees at the Sacto. Shops who number their days without reportable injury by the thousands. Their all-safe record started "way back in 1916 and at the time this picture (left) was taken, they had completed the amazing total of 8760 days sans injury. Their foreman, R. Dolinsky, stands at the extreme left.



SAFE SERVICE was given by Tucson roundhouse force (below) with but one reportable accident in first nine months this year, an outstanding record for a crew that handles so much mechanical work. Fourteen of them spent many hours of their spare time last summer completing "Safety First" course. These men are now well qualified to handle many emergencies. Gen'l Foreman J. F. Kimbell is in front row in white shirt. To his left: Foremen H. Norris, W. S. McAllister, R. A. Bogle. To his right: Relief Foreman J. Wagner. ● Insert, left: Master Mechanic Andy Burke. Right: Head Clerk Guy E. Porter, Gen'l Foreman Kimbell, Clerk C. E. Brimmer, Head Clerk W. A. Brooke, Sec'y Anna Puelle, Steno. Esther Edwards. ● Below: Mike Quilhuis, "Bulletin" cor.



HORSES & BRIDGES demonstrate the wide gamut run by SP hobbyists. ● (Left) Machinist Larry Hoyal of LA Shops takes time off from bronco busting to pose for camera with wife. Larry, son of Gen'l Foreman L. E. Hoyal of Taylor, performs in top-flight rodeos and has won trophies competing with members of Professional Cowboy Rodeo Association. ● (Below) Bridge pictured represents 200 hours of painstaking work with 5,000 toothpicks, 10 tubes of glue. With Builder Donald Keyser is father, M. S. Keyser, Pasadena ticket seller.





NEWS BITS • RAILETTES • ODDITIES

The many SP System friends of E. H. **Gubbins**, office manager, Gen'l Traffic Office, Chicago, will be pleased to know that as the *Bulletin* went to press he was recovering from a recent sudden illness that sent him to the American Hospital in that city. Few railroaders have as wide an acquaintanceship over all SP properties as "Gubby" enjoys, after several years of travel when he was a former secretary to the president.

•

Agent-Telgr. E. I. **Harkey** at Ancho, N. M., on opening his station recently, found that he had overlooked a passenger the night before. A porcupine had slipped into the station, found a nice warm cozy corner, and tied up for the winter. Harkey's children took the porcupine into camp and started a zoo. They're now looking for an elephant and a giraffe.

•

Special Officer D. W. **Bailey** of Phoenix entered into the spirit of the season by blossoming out in a political campaign button. It reads: "Vote for Landon and Knox." The fact that Bailey's candidates do not figure in the present election dismays him not at all. "A button's a button" he maintains.

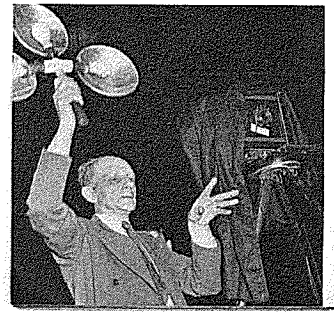
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AAR Clerk W. C. **McGowan** of Los Angeles says he's seeing things in a new light since he bought his new glasses. Must be a prosperous light, Bill, judging by that shiny new car of yours.

•

DPA T. L. Chess of SF was instrumental in having the Seaboard Branch of the Anglo California National Bank in SF issue special blank checks to SP employes who use that bank. These checks, bearing a colored picture of the "Daylight" on which is lettered "Southern Pacific—Your Friendly Railroad," serve as a reminder of the value of the SP payroll to the community. The Lincoln County Agency Citizens State Bank of Vaughn, N. M., inaugurated this procedure with checks issued for distribution by their bank in the railroad center of Carrizozo.

NOT SVENGALI at his hypnotism but popular Photographer Al Rommel of SP Duplicating Bureau in LA is pictured above, intent on getting the most out of the picture at hand. The candid shot of Al, who is a familiar figure at SP events in LA, was taken by SP Bandsman Dell Proctor during LA Legion Meeting.



Bomb-proof helmets were being worn for a time by Miss **Anna Benson** and her telephone operators in the PE Building, Los Angeles. But don't be alarmed, the helmets were of paper. Their purpose: to protect feminine hairdress from bits of falling plaster while new sound deadening ceiling was being placed in the telephone room.

•

District Manager **A. J. Brennan** of LA PMT accompanied Drivers **Blankenship, Logan** and **Martinich** to the Fresno County Fair where they participated in the Safe Driving Contest.

•

Wahnita Bahrs, daughter of Painter **Henry Bahrs** of Brooklyn, is the proud owner of a streamlined bicycle which she won by writing the best essay in a breakfast food contest. Better keep it locked up, Wahnita, or Papa Bahrs will be riding it to work.

•

Bernard "Benny" Cartan, ass't commissary agt. now located at Los Angeles and formerly of Oakland and Steamer Commissaries, is doing fine following the birth of a baby girl to Mrs. "Benny." Both mother and daughter are in the pink and from all commissaries come congratulations.

•

S. Kip Farrington, Jr., of East Hampton, N. Y., connected with the editorial staff of *Railway Age* and *Field & Stream*, is collecting material for a book on railroading. His travels have taken him through all parts of the U. S., Honduras, Guatemala, Chili, Mexico, and Canada. After a recent trip over SP Lines in Oregon he said: "Nowhere have I had the good fortune to meet finer engine crews and officials, and I wish to thank them for their courtesy to me."

•

Fifteen years with the varsity—that's Dining Car Steward **Bill Rutledge's** record with U.S.C. He's acted as steward during the Trojans' travels for that length of time and if you think there's a better team in the country, don't say it out loud in Bill's hearing.

•

A complaint from a passenger ordinarily starts things humming in the way of investigations and corrective action. The exception which proves the rule was a postcard received by the Sup't. of the Portland Division signed by "Ben, King of Hoboes." Ben complained about alleged rough handling of the box car in which he was sleeping.

•

Retired, but not dormant is **Edward A. Lovelace**, formerly passenger car painter at Los Angeles. Ed's home is the showplace of San Fernando, with 115 fruit trees, flowers and shrubbery of all descriptions. The robust Mr. Lovelace took first prize at the recent County Fair at Pomona for popcorn, second prizes for Virginia peanuts and pomegranates. And his grapes produce some of the best wine in the entire valley. That's what we call being on the *active* retired list.



NO BED OF POSIES is the station passenger agent's job, says Harold Orner, smothered with flowers for an SP traveler. It's just another in Harold's variety of services performed at the busy LA Union Terminal in looking after SP's customers.

European war and America's defense plans are bringing two major industries on San Joaquin Div. to the peak of activity. The disturbed situation in Europe will add considerably to international recognition given California wine. Movement of juice grapes is approaching a new record, and it's a banner year in the movement of Emperors, finest of table grapes. The heavy preparation for national defense will result in the largest cotton shipping business since cotton has been raised in the San Joaquin valley.

•

The *Bulletin* story in August about the old SP Pay Car prompted Trainmaster **H. G. McCarthy** of El Paso to write pensioned Paymaster **F. H. Reed** recalling the "pleasant memories of your acquaintanceship and friendship with my father," back in the 80's when the senior McCarthy was a locomotive engineer in construction and main line service on Portland Division.

•

From Coast Division Sup't J. J. Jordan's office come two mementos of bygone days: one a ticket for "gentleman's commute passage" on local ferry trains for the month of May, 1887; the other a payroll voucher for sixteen cents issued on June 15, 1917, to **J. M. Cardwell**, now Coast Div. trainmaster. (No, not two weeks' salary, gentlemen; simply an adjustment.)

•

Ed **Levin** is back on the job as footboard yardmaster at San Jose, after another trip of exploration with Father Hubbard to Alaska. Ed reports this was one of the most severe seasons on the Arctic Coast. The three days of sunshine he saw since last May just isn't enough sunshine, to our way of thinking.

•

Gossip travels like wildfire—but not in the Tucson roundhouse. The latest there concerns the embarrassment of Pipefitter **Carlos Carrillo**, and Machinist **Rosie Juarez** who found two theatre tickets in Los Angeles and walked two miles to the showhouse only to find it closed for the Summer . . . all of which happened two years ago.

John Giannotti, of Sparks Shops, shouldered his gun and set out for pheasants one fine morning. Not far from home, spying two brilliantly colored birds, he shot them very, very dead. On retrieving his game John found them to be two fighting cocks of a fellow neighbor. He is now paying installment-plan restitution on the valuable birds.

•

W. C. "Sparky" Heilbron, *Bulletin* correspondent at Roseville, recently received an appreciative telegram from Wendell Willkie, thanking him for mention in the Roseville *Tribune* column edited by "Sparky."

•

Carman **Joe Augustine** of Sacto. Carshop No. 3 has lost his taste for hamburger. Returning from a trip through the deep South, he now says "Give me possum or give me nothin'."

•

Georgios K. Pappas, stevedore in Local Freight Station, SF, has announced his candidacy for the office of President of the United States. His unique campaign platform came to the attention of *Life Magazine* editors, who sent a photographer to picture and interview Pappas recently.

•

When **B&B Foreman Carl Peterson** of Bakersfield recently laid off for a few days to visit San Francisco, it was the first time he had been away from his job in 17 years; he thinks he'll try it often.

•

Roadmaster's Clerk **Harold Greene** at Mojave wanted to be the World's Champeen Bronco Buster at the Mojave Gold Rush Days celebrated October 19 and 20, but after watching a few of the experts go flying through the air, he decided to stick to his railroading. "Mighty mean, those horses" he observed.

•

Asked what he was going to do on his vacation, **Joseph W. Martinson**, stenoclerk, LA Gen'l Shops, said "I'm going to cool off." Joe's vacation started Oct. 14 which began the hottest two weeks experienced in Southern Calif. in a long, long time. Result: When Joe returned to work he was still hot.

•

Like the one-hoss shay, the automobile of Bakersfield Time Checker **Scott Ryall** finally flew to pieces. Ryall says he paid no attention as various parts of the body fell off, but when the engine dropped out he figured it was time for a new car.

•

Machinist **Clarence Walker** of Sparks, just returned from a trip to the fabulous Death Valley region, is strangely silent these days. His friends don't know whether he struck gold and won't talk, or the heat struck him and he can't.

•

When **Patty Weldon** of the Sac'to Shops recently bought a new car he bemoaned the fact that he didn't even have a bicycle to turn in on it as did "Smitty." "Had to dig up 15 years' savings for the down payment" he wailed.

•

There's one person who's actually going to be glad to return from a vacation. Her name's Miss **Zelda Heer**. She works in the Mechanical Bureau of Gen'l Office Accounting Dept., and on her return she's going to find out that she has won four thousand dollars. She'll probably start right out on another vacation.

•

Painter **Bob Ash** of the Sacramento Shops is doing a fine job on the packing shed. Those who have seen him in action say he not only puts his heart in his painting, but also his pants and shirt.

•

Joe Winters of Sacramento Shops is minus one prize rooster. His bird was the fightingest rooster of the neighborhood, but finally got licked—by itself. Friend rooster flew on top of a well, saw its reflection in the water, and flew right down the well to tackle a supposed stranger.

•

Betty Ann Venter, attractive daughter of Shop Sup't **H. C. Venter** of Sacramento, was named queen of the Inter-Fraternity Ball at University of California—a mighty high honor for any young lady in the collegiate world. "Should make me something in the nature of a king" beams proud father Venter.

Vigil at a Station

By HOWARD E. BAILEY
Secretary to Ass't Sup't, Portland

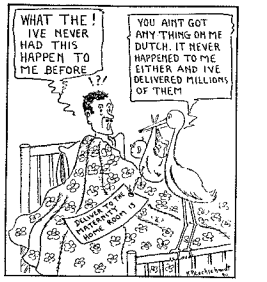
THE CURTAIN has fallen on a drama that lasted over twenty years.

One morning back in 1917 a group of khaki-clad youths boarded a Southern Pacific train at Albany, Oregon; destination France. Letters came from overseas . . . then, to Henry White, the father of one of the boys, came the government's official notice: "Killed in action."

But Henry White couldn't believe it—not his son, who had left a few months before, so full of life and vigor—there must be some mistake.

Came the Armistice, and when the boys began returning from France, Henry White was at the depot to meet them. Train after train arrived, other soldier boys detrained, and Henry White still waited for his son. Days turned to months, and months to long years, but he never lost hope. In sun or rain or snow, the familiar figure of Henry White was on the Albany platform upon the arrival of every daytime train, and often for those arriving late at night, peering expectantly into the faces of passengers; and frequently, after the last one had detrained, volunteering his services to assist some elderly traveler or mother with small children to carry suitcases and packages.

During recent weeks, however, he missed a train now and then. Acquaintances said he "wasn't feeling so well." On Oct. 7 he was found dead in his lonely room. Perhaps Henry White became tired of waiting, and went to find his son.



RED FACED was H. W. (Dutch) Heyser of Brooklyn yard office as he left the vacation rooming house where he and his wife stayed overnight when they found all other accommodations filled at an Oregon Beach resort. The house turned out to be the **MATERNITY HOME** and the boys at Brooklyn are seriously thinking of making Dutch's nickname "mamma."

Sam Lindberg, chief clerk at Watsonville Jct. yard office, did the impossible. Sam recently won the local World Series pool three days in succession. The chances against winning one pool are 100-1. Some mathematical genius figured that Sam's chances of winning the third day were about 1,000,000 to 1. "Pooh" says Sam, "should have won them all."

•

"It pays to advertise" says Brakeman **C. Ray Goodwin** of Watsonville Jct., "so here goes." He painted his tire cover in "Daylight" colors and lettered on it "Now!! Two Daylights Daily—S.F. to Los Angeles. For information call your agent." Neat bit of work, Mr. Goodwin.

•

Members of the Division Office at Tucson received a welcome visit from their former co-worker, Signal Supervisor **O. A. Burton** of the San Joaquin Division; were disappointed when former Special Agent **Jim Krebaum** didn't see them on this recent southern excursion.

•

According to an old document turned over to Herman Nelson for inclusion in the records of the SP Club of San Francisco, **H. B. Nottage**, now chief clerk in the Auditor of Equipment Service Office, suggested as far back as 1921 that the back lot of the SP Building be reserved for an employe recreation field. His foresight is amply demonstrated by the hundreds of employes who now participate in many sports on this back lot field.

•

Engine Foreman **Sam B. Harrison** of Port Costa was boating to that point, October 27, when three Japanese fishermen overbalanced their boat in the strong current. Sam pulled two of the men out without difficulty. The third, however, was entangled in an anchor rope, so Harrison, taking a knife in his teeth, leaped into the water, cut the rope and assisted the man to safety. In the Port Costa Yards, it's now "Hero Harrison."

SOCIALS • S P CLUBS • ATHLETICS



"BIG GAME" DANCE of the San Francisco SP Club, to be held Nov. 29 at Hotel Oakland, is attracting more interest than ever before. Assisting in ticket sale are, L-r.: Elaine Teasdale, Barbara Watts, Elsie Keebler, of Gen'l Off., with Gen'l Chairman Arthur Harris (right) and Ass't Geo. Frey. Other ass't chairman is Chas. Kleupfer. Among 100 ticket prizes: 1941 radio (above), two camera-type portable radios, electric razor, six pair Stanford-Cal football tickets, luggage, electric appliances.

Watsonville:

SP Club 100 recently gained national publicity when an account of the successful public relations meeting which the club sponsored last August 21 appeared in *Railway Age* of Sept. 28. Letters are being received from various railroads in the U. S. asking for information regarding the event.

Through the efforts of the club, SP service was advertised in four window displays during the recent Better Business Carnival in Watsonville. Two of the displays, arranged by Keir Brooks of the SP Adv. Dept., won awards. (See pg. 4.)

The Community Chest was the latest benefactor of club activities. Club ladies turned over their $75 profit from a whist party to the Chest; the men folks worked in teams in a drive that netted $1100 for this cause. Ladies in charge: Mrs. Helen Storm, Mrs. H. H. Osmer, Mrs. A. S. Brown, Mrs. Francis Pope, and Mrs. L. W. Williams. Winning men's team: Jerry McCabe, A. H. Stoffers, Marty Boland, R. B. Mitchell, Andy Wickham, L. E. Butler, Roy Davis.

From the Chamber of Commerce to Band Manager I. E. Thomas came a letter of thanks for the part he and his *Daylight* band played in the city wide celebration of Better Business Carnival.

BARBECUED breakfast recently prepared at Royer Park for the Roseville roundhouse midnight to 8 a.m. gang was mighty tasty, according to "Bulletin" Correspondent W. C. "Sparky" Heilbron. "Chefs" (l. to r.) Night R'dh'se Frmn. J. C. Fisher, Boilerm'r Helper G. Karadas, Machinist L. Martinelli.



Ogden:

Paul Cragun, supervisor of music at South Washington Jr. High School, is new director of Southern Pacific Male Chorus, Ogden. With Mr. Cragun as director, and a new piano purchased with funds the group received from their participation in SP Day at the Fair, great things are expected in the near future. Loval Belnap, passenger director, Ogden, is president of the group; Parley Leishman, lead machinist, is concert manager; John Buswell, manager "RO" office, librarian; D. J. Thompson, trainmaster's clerk, secretary, and Lyda Thompson, accompanist.

Ogden Old Timer's Club had a big costume party and dance scheduled for Hallowe'en. Chairman Bob Binnie and Mrs. E. W. Ewing are hard at work on the club's big annual Christmas Party and Turkey dinner.

Meeting open to all employes is being arranged for second week in November, when colored motion pictures taken at Southern Pacific Day at the Fair will be shown.

•

Klamath Falls:

Only three months old and already it's had two presidents—that's the record of the Klamath Falls SP Club. Tom Fante, first president, recently took a position in the general office. At the regular meeting of the Club on Oct. 16, Frank E. Peyton, demurrage clerk, was elected to fill the unexpired term.



Frank Peyton

Following the business session, President Peyton surprised the group of ninety members with a crab feed and all the "trimmin's." During the evening members were entertained with a novelty tap dance by Miss Donna May Wilkes, daughter of Yardman F. E. Wilkes, and several accordion solos by Miss Irma Beasley, daughter of Clerk Harold Beasley. Traveling Auditor E. V. McPoil, guest of the club for the evening, starred at the piano.

•

San Francisco:

The amateur group of Club Thespians in presenting "The Spendthrift," October 22, displayed acting ability that completely won over a capacity audience. By many the play was pronounced the best the club has ever produced. The entire cast performed brilliantly, California Lee being particularly outstanding. All praise to hard-working Manager W. K. Smith and his capable stage crew. Acclaim also to Stephen James and his Glee Club for their singing prior to the first curtain and during intermissions. (Picture, page 17.)

Indications point to a banner year for the annual "Big Game Dance." According to Chairman Arthur Harris the prizes to be awarded lucky ticket-holders will be many and impressive. Lest you forget, it's at the Hotel Oakland, Friday evening, November 29.

Much activity in the club world of sports, what with Della Anderson leading her baseball players toward the championship of San Francisco's Industrial League. . . . The men's AA and BB basketball teams fighting to the top of their leagues. . . . Bowlers by the hundreds mangling pins in the inter-departmental Winter League. . . . Hardball baseball team meeting tougher and tougher opposition each week, with Manager Arnold Houghton directing.

•

El Paso:

Record for consistently large turnouts at their picnics is held by the El Paso Club. Over 350 members and friends attended their last event held in McKelligon Canyon. The lunch, the music, the dancing were adjudged first class and a general vote of thanks goes to Richard B. King, Mrs. Jane Beck, Ed. Kessell and their crew of able assistants.

Ghosts and goblins ran rampant at the Hallowe'en Dance given by the club at the Hotel Cortez, Oct. 26. The decorations were among the most spectacular of any club event.

SP Club bowlers took over the recently opened Five Points Bowling Alleys the night of October 17. (See picture item page 12.) All ten alleys were occupied by SP'ers knocking down pins (or missing them) in their league play. Purchasing Agent Neal Grosheider and Asst. Division Engineer W. T. Black were present to give the bowlers a good send-off on the new alleys. Following the precedent set in other parts of the System, the El Paso teams have adopted the names of outstanding SP trains. Between 8:30 and 9:00 P.M., Radio Station KROD of El Paso broadcast interviews of bowlers and spectators taken on the floor. Between pictures being taken, broadcasts being made, and excitement everywhere, the scores were pretty feeble.

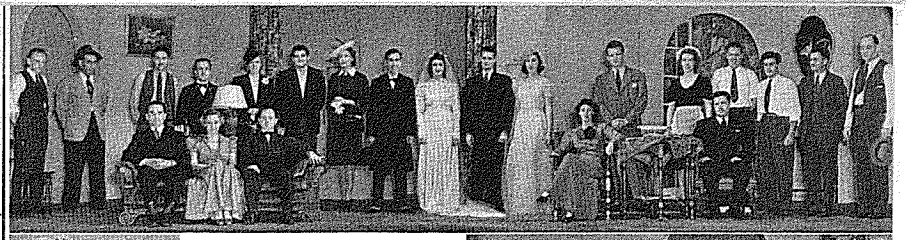
•

Los Angeles:

It's becoming harder and harder to keep up with the diversified activity of this L.A. organization.

The big event in the offing is their Annual Ball to be held in the Fiesta Room of the Ambassador Hotel, Saturday, Nov. 30. Garwood Van and his orchestra will play at this highlight of the club's winter events. So popular is this dance that attendance will be limited to the number that can comfortably be accommodated on the ballroom floor. The committee advises everyone to get their tickets early and avoid disappointment.

A combined men's and women's chorus is being organized by Claude Killion, vice-pres. in charge of music. Rehearsals will be held on Friday evenings at the Club rooms and the activity opened to club members, wives, husbands and friends. Killion says there's room for all;





"THE SPENDTHRIFT" was the title of the play brilliantly performed by the SF SP Club Players (above), Oct. 22. This comedy drama, second of the Club's two yearly plays, drew a capacity house, was voted by many as outstanding show in the history of SP Players. Company asshown: (Standing) Lighting Technician Larry Lewis, Property Man Fred Windmuller, Stage Mgr. Jack Roche; Players Joe Acerbis, Evelyn Cutter, Jack Young, Claudia Orsborn, Carl Ceglie, Dot. Gross, D. Coulter, Alice Marshall, H. Wilson, Kathleen Hansell; Property Men Earl Jensen, Martin Feibusch, Bill Sousa; Director W. K. Smith. (Seated) Players George Elliott, Larca Cayot, Emmett McAuliff, California Lee and Bert A. Ream. ● (Left) Don Coulter and California Lee who performed lead roles in outstanding manner.





RAILROAD SONGSTERS shown above are members of the SP Glee Club, outstanding musical organization of SP SP Club. Recently reorganized under the direction of Albert P. Bates, their latest performances include a broadcast over radio station KFRC and intermission numbers at the Dramatic Club's Play. They are now rehearsing a Christmas Carol program. Standing, Left-Right: Director Albert P. Bates, John Chaffet, Harry Timmerman, Charles Purnel, Irene Poyry, Marjorie Mulliner, Otho Kelly, Orrin Klamroth, Stephen James (Mgr). Seated: Dorothy Miller, Robert Callogy, Cicily Stalder, Claire Sipe, Margaret Atkins, Ruth Eckert.

SHRINERS, 248 strong, traveled from Marin County points to Eureka for their initiation ceremonies on first special train to run over the N.W.P. lines after H. R. Gernreich assumed the office of Vice President and General Manager. Gernreich is the tallest figure in center of the group.



FLYING SQUAD of the Coast Division pictured below; a mobile crew cleaning and making light repairs to cars on industry tracks when necessary. Left-Right: A. Bona, Foreman W. S. Smeed, A. J. Hendrix, Jack Wilds, A. Semanoff, F. Landich, P. Sana, W. Coppinger, and John Bazzani.



GOODBYE is said to Jim N. Ewers, formerly trainmasters clk. San Luis Obispo, promoted to sec'y to ass't sup't of Coast Div'n. Jim received a traveling bag from fellow employes. L.-R.: J. L. Kelly, Mrs. E. Stevens, J. N. Ewers, Mrs. H. Hallmeyer and B. Hughston.

NIGHT OWLS shown above form a part of the four o'clock to midnight crew that keeps things running in Bayshore Yards. L.-R.: N. Klinkner, Neil Suddith, John White, Nels Berg, Tom Barter, Ira Morrison, Phillip Thompson, Harry Callan, John Munroe, Al Huseby, Ray Keck, Rudy Fink, Fred Kerp, Harold Anderson, Alfred Kennedy (died), Tom Walsh, Tom Palmer, Chas. Ryan.





POTLUCK SUPPER was highlight of the evening as 125 members of the SP Club of San Luis Obispo met Oct. 17 at their Fall social. A number of short talks were made. Tables were attractively decorated with leaves.



LUCKY were Agent H. A. Jandebeur of San Leandro, and his son when they went after deer this season; and lucky too were their friends, shown above at the venison barbecue which the Jandebeurs gave. The deer (three beauties) were shot in Modoc and Lassen Counties; the barbecue given in Sequoia Park, Oakland, Oct. 20. Over 100 folks enjoyed the Jandebeur hospitality which added the usual venison trimmings: beans and coffee. When of hunting luck will surely go with them from San Leandro. these two hunters set out next season, good wishes for the best

choir singers, bathroom tenors, tap room warblers, or just hopefuls.

Look to your laurels men—the girls have formed a Women's Bowling League, will roll 'em down the Elk's Temple alleys on Wednesday nights, and will soon match spares and strikes with the best of them. League Manager Eleanor Jakes has places for a few more girls and asks for applications.

SP men who have been right-crossing and upper-cutting each other for weeks in training for the event, had their big night Oct. 30 at an Amateur Boxing Show, managed by Don Simpson, of the Local Freight Station. LA claims to be the only club having a boxing team.

John Kenkel, J. S. Loveys and Joe Kennedy led the way in the opening play of the SP Club Golf Tournament at Sunset Fields, Oct. 6. Golf Chairman R. F. Johnson reports that motion pictures of each player in action will be shown at a dinner for golfers and friends, Oct. 30. Practically all departments of the SP as well as PE, PMT, LA Union Terminal and Terminal Warehouse were represented in the play.

●

San Luis Obispo:

When J. N. Ewers became secretary to the ass't sup't of the division at SF, the S.L.O. trainmaster lost his clerk, the S.L.O. SP Club lost its president, and the SP *Bulletin* lost its correspondent. Officials of the club joined in giving Jim and Mrs. Ewers a fine sendoff, and a traveling bag. At the presentation were James Kelly, Brooks Hughston, Mr. and Mrs. John Pospich, Mrs. Hazel Hallmeyer, L. C. Gandy, J. L. Emery, B. S. Bauman, Charles Roberts and Fay Stevens.

Featuring a potluck supper as the highlight of the evening, the club was host to a hundred and twenty-five of its members and their families on October 17. The hall and tables were decorated with streamers of orange and red entwined in greenery and autumn leaves. Extemporaneous talks were made by B. S. Bauman, John Jensen, Ed Williams, R. B. Hollings, Robt. Umbertis, Sr., and Jim Emery.

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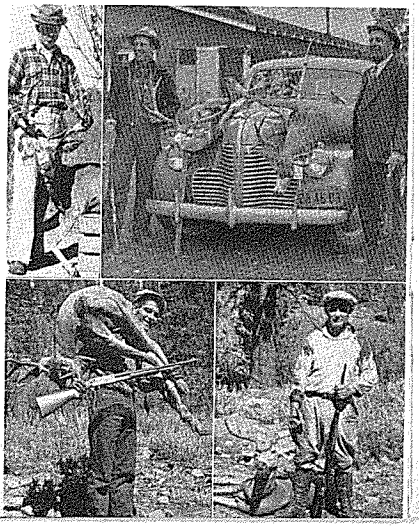
Sacramento:

Winter social activities of the Sacramento SP Club were inaugurated October 18 with a Whist Party held in their club rooms. The large attendance and the number of fine prizes awarded promise to make this regular Friday night event one of the most popular on the club's social calendar.

Manager Peter B. Miller of the club's Hockey Team announces that his men will meet the Sacramento Junior College pucksters in the Ice Palace Rink, Sacramento, Nov. 6, to open the season. Reports indicate that interest is high in this new sport. Participation of the SP Club team in the Hockey League will do much to add prestige to the club's athletic program and bring its activities to the attention of the general public.

Deer, Deer!

The deer season has come and gone, leaving many SP folks dining on venison steak, many more telling weird alibis—and still eating hamburger. ● Maybe their deer weren't the biggest shot on the SP System, but Sid Hobbs and Melvin Poole, Sparks shops, tell the biggest story about their kills: claim the deer were so big they had to be cut up in ten sections before they could even be moved from a thicket. ● "Shorty" Duran, of Tucson roundhouse, grew himself a two-weeks' beard for the deer season. "If I can't shoot 'em, I might scare 'em to death" was his explanation of the vandyke. ● Tractor Driver Lynn A. Brigham of Brooklyn Stores didn't worry about the high price of pork chops for awhile. His buck was a beauty. ● To Clarence "Butch" Neff, Roseville machinist, goes the honor of getting the last deer of the deer season. He dropped his game near Boca just as the season ended. ● Engr. Frank Gibson San Joaquin Div., stalked the wily deer with Federal Boiler Inspector E. B. Smith. ● Many a Klamath Falls nimrod returned from the "wilds" of Gearhart, Quartz and Hayden mountains with their buck. Included among the lucky: Train-clerk Ray Ruger, Yardmaster Jim Foster, Chief Clerk Ernie Childers, PFE Agt. Frank Laible, Conductor Orville Vaughn, Clerk Al Gregory, Conductor C. Roberts, Brakeman Ronald Kemp.



HUNTSMEN among the many SPers who got their buck. Top—(L.-r.) Fireman W. B. "Arkansas" Hall, LA, with 135-pounder he shot near Bishop. It's said he perfected marksmanship through a correspondence course; also hinted deer was blindfolded and tied to a tree. ● Two largest bucks killed in Modoc region this year were the 365-pounders bagged by Roadmaster Andy Campbell and Fern Shaffer of Alturas. Deer were found nibbling apples in an orchard near Davis Creek station. ● Bottom—Son and father, Dino (l.) and Wm. Kostakas, Roseville, got theirs at Sardine Valley.

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Legionnaires:

Southern Pacific Post 412 of the American Legion at SF is starting its 1941 membership drive under the supervision of Harold W. Langlois, first vice commander. New members joining recently include: R. E. Mello, chief clerk, personnel dept.; U. E. Nordeen, ass't to gen'l auditor; Thos. W. Stout, Pullman conductor; Walter E. Lundberg, sec'ty, Operating Dept.; V. M. Petterson, ass't manager of personnel. It is expected that 1941 will see Post 412 with the largest membership in its history.

SP Auxiliary Unit of Post 412 is holding its annual Whist Party on November 14 in Room 1 of the Veterans Building, SF. They anticipate a large crowd at their party, the purpose of which is to raise funds for rehabilitation work during the coming year.

Notice comes from SP Daylight Post No. 576 in Los Angeles that all veterans eligible for the D.A.V. should get in touch with Albert Koehl, better known as "Sarge" at the Coach Shop.

●

Speakers:

Members of the SP Speakers' Club, San Francisco, held their semi-annual dinner, Oct. 8. W. S. Wollner, acting as toastmaster, called on everyone present for a short talk.

Steadily increasing membership and frequent appearances of members before outside groups is doing much to place this club among the most active on SP Lines. City Freight Agents A. P. Flanagan and J. W. Ostle spoke recently; Flanagan before the Golden Gate Traffic School, Ostle at West Lake Jr. High School, Oakland. C. C. Cather of Aud. Misc. Accts. Office, and Geo. P. Smith of News Bureau, spoke before the City Traffic School at Commerce High School.

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Bowling Along:

One can almost smell the engine smoke and hear the wheels go around at the Hollywood Bowling Alleys in Portland on Friday nights when SP takes over their league games. Harold Demmon, enthusiastic president of the league, reports that the Freight Traffic Department is leading with ten wins, two defeats. Proud of their record of 11 wins, 4 defeats, the Brooklyn Stores team sent in the names of their entire team: J. F. Utter, J. C. Everts, Carl Hanson, Frank Rossi, Ray Wilson, and M. J. O'Hare. ● Looks like the Stores Department teams at El Paso have got the Indian sign on the Shop teams. Their "Californians" took two out of three from the Machine Shop Team, the "Sunset" team won three games from the Pipe Shop with a total of 2134 pins. ● Marshfield Pacific Truck employes have formed a bowling team that will do battle for the championship of the City's Industrial League.

●

The Bridge Club deserted the card tables for an evening of dining and dancing at the Lido in SF Nov. 2. Members and friends donned their best bibs and tuckers to enjoy the steaks, chickens and turkeys. The party was pronounced a "grand slam" by all who attended, thanks to the efforts of the Committee on Arrangements: Martha Overman, Joe Perrins, and Harry Langheldt.

●

Dis't. Fr't Agt. P. P. Dougherty of SF followed the activities of his office softball team with great personal interest. So great was his pride when the DFO team finished second in both regular league and playoff that he gave a dinner in their honor at a popular North Beach restaurant, one of the first social gatherings of the district men in many moons.

●

The success of the recent Blacksmith's Dance at SP Sparks is credited largely to the work of the energetic committee consisting of Louis Zunino, John Clark and Anzil Bonham.

●

Railroad Switchmen's Union No. 262 gave their Ninth Annual Benefit Dance at the Tuesday Club in Sacramento, October 19. Music by Bunny Crites enlivened the evening and a floor show was presented. Favors were given to all attending, while many won door prizes.



DATED FISH are these finny ones taken from Big Star Lake in the wilds of Michigan by J. W. Robertson, sup't secretary at Tucson. Piqued at insinuations that photographic evidence offered each year as proof of fine catches were repetition of the same old fish, Bob added a calendar background to verify his claim for the 1940 vacation.

●

Tahitian Telegrapher: R. E. McNeal went "native" after retiring as telegrapher on the Portland Division in August, 1937. Far from the clacking keys, he relaxed in a beach home in Tahiti, two miles from Papeete, where he and his wife lived the life you read about in South Sea ads. They found nuts and fruits plentiful, made frequent shopping excursions into town via bicycle. But the enjoyment of fish and poi didn't hold up against memories of hamburgers and ice cream sodas. Mr. and Mrs. McNeal have returned to Portland, but were recently observed reading travel folders again. For a picture of McNeal in native costume with a "puhi," see page 21.

●

Tragedy: The sympathy of all of us goes to Sacramento Stores Clerk Ernest A. Ochsner and wife whose small daughter was burned to death when fire destroyed their home. The presence of mind of an older daughter was instrumental in saving three other children from death. Both Mr. and Mrs. Ochsner were severely burned in an unsuccessful attempt to rescue their daughter.

Fish & Ducks:

There's little use fishing in the rivers of Kings County National Forest since return of Assistant Mgr. M. F. Shaw and wife, of L.A. PMT, from their vacation. They caught all the fish. ● If you're in the neighborhood of Sparks see the following for a duck or pheasant dinner. These boys all bagged the limit in short order: V. Brannin, Frank Mitchell, Kanetara Ishii, John Reed, Clarence Sanderson, Aldo Ceccarelli, Tito Ceccarelli, Charles Grundy and Ed McQuarrie . . . which sounds like pretty much of an international group. ● Bud DeRiso and Claire Fish had quite a battle with a 32-pound salmon on the Sacramento River recently. Even after they got it in the boat, the salmon put up such a battle that for a while it looked as if it would end with the men in the river and the fish in the boat, a silly situation for any fisherman.

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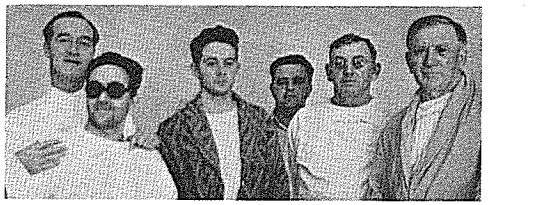
Office Supervisors' Council: Alfred Lundberg, president of the Key System, was the speaker at the October 16 luncheon meeting of the Office Supervisors' Council in San Francisco. Mr. Lundberg's subject was "The Property Owner and His Government." The talk was timely and was listened to with interest by a large audience. The guests, of whom there were about 20, included Vice Presidents W. A. Worthington and A. T. Mercier. E. L. Menker, chairman of the Council, presided.

●

K. P. Ginn, publicity director of the S. P. Club of Los Angeles, comes forth with a neat slogan explaining one of the main thoughts behind the LA Club activities. Ginn points out that too often fellow SP employes do business over the phone for years without meeting each other. By participating in various phases of club activity, much of this cold unfamiliarity is done away with. His slogan: "Meet the face behind the voice through your SP Club."

●

John Kinney, helper in Sacto. Pipe Shops, and son of Foreman H. C. Kinney of Air Brake shops, attempted to save the life of Librarian Katherine Kuchman who burned to death when her dress caught on fire while cleaning it. Kinney suffered painful but not serious burns—has been recommended for Carnegie Medal.



"EYES FRONT" was the request of E. D. Culp, Seattle ticket clerk, as he took the above picture in the Eye Department of the Gen'l Hospital recently. L.-R.: The popular orderly, Bill Rich; Joe Bugica of Sparks; Earl Lightfoot of Sacramento; Lee Burgess of Sacramento; F. Kelly of Roseville; and D. J. Harrington of San Francisco. Culp was highly complimentary to staff of General Hospital for the treatment given him during his stay.

AMONG THE VETERANS WHO RETIRE



FIRE LADDIES and their equipment at Roseville came in for close scrutiny by his Honor, Mayor Chas. Cope, retired SP conductor, during recent Fire Prevention Week.

Salt Lake: On November 1, Division Engineer Otis Weeks ended a career that began in 1895. After serving with the Union Pacific and Grand Trunk he came to SP in May 1911 as gen'l foreman, Western Div.; was promoted to ass't div. engineer the following month, and to Stockton Div. engineer in Feb. 1912. He transferred to Salt Lake Div. in Sept. 1913 to the position he has continuously held except for military service during the last war. One of his important responsibilities has been the maintenance of the trestle-fill cut-off across Great Salt Lake. A banquet was being planned in his honor. . . . **Benjamin J. Lilly**, telegrapher at Wendel, has retired after 36 years' service. . . . The Electrical Dept. at Sparks held a farewell party Sept. 28 for **W. E. Lambert**, who has been an electrician on the division since October 1919. Ed was very popular and leaves many pleasant memories. . . . Annuity application has been approved for **William Beede**, agent-telegrapher.

Portland: Trainmaster **J. M. Trefren** railroaded over much of Pacific Lines before retiring Sept. 13 after 36 years with SP. He started with the chores of "wooding-up" and wiping engines at Grants Pass in 1904; was advanced to fireman the following year, and promoted engineer in 1915. He became ass't trainmaster on this division in 1921, then transferred to Salt Lake Div., and became trainmaster and div. examiner at Stockton in 1925. Then followed trainmaster positions on the Tucson and Rio Grande, and in 1935 he returned to Portland Div. as trainmaster, first at Roseburg and finally at Portland. . . . Annuity applications approved: **Eddy H. Cherrington**, trucker; **Geo. R. Singleton**, brakeman; **Chauncey Trapp**, conductor; **Gaylord C. Worthington**, conductor.

Tucson: Brakeman **O. N. Smyth**, who has been on leave since last June, has retired due to physical disability. He had been with SP since 1928. . . . **W. J. Pertiller**, section foreman at Coolidge, retired Sept. 30 after having been with SP since Aug. 1913. . . . Annuity applications approved: **Charles C. Braden**, water service mechanic; **John Day**, fireman; **Stanley Grodin**, car repairer.

San Joaquin: Ass't Chief Dispatcher **J. S. Feckler** was presented with a console radio Oct. 5 at a reception in the Sup't Office following his retirement after 42 years' railroading. His continuous service with SP dates from 1912 as telegrapher on former Stockton Div. He soon became dispatcher at Sacramento and has been on this division for about 27 years. . . . Conductor **Clarence Talley**, who retired Oct. 1, was entertained by a large group at his Bakersfield home on Oct. 6, with Sup't J. D. Brennan as master of ceremonies. He started as a brakeman in Sept. 1913 and was promoted to conductor in June 1920. . . . Annuity applications approved: **Ernest V. Jordan**, yardman; **Julian F. Troncazo**, section foreman.

Western: Annuity applications approved: **Joseph P. Alves**, pipe fitter; **John E. Crowell**, towerman; **John Dezzani**, section foreman; **John O'Keefe**, car inspector; **Frank E. Weller**, painter; **Morrill A. Wood**, signal maintainer.

Coast: **Edward Johnston**, clerk, SF Local Freight Office, retired on Oct. 10 after continuous service with the Company since 1909. . . . **Ray F. Macquoid**, signal maintainer, who had been on sick leave since last April, filed annuity application Oct. 3. He had been with SP since April 1907. . . . **C. F. Rugani**, carman at Bayshore Shops, retired Oct. 1 after service with SP since Sept. 1922. . . . **Ole G. Forbes**, who started as a coach cleaner at San Jose in May 1926, retired Aug. 31, and was tendered a farewell reception by his associates at the Car Shops. . . . Annuity applications approved: **Isaac E. Greer**, conductor; **Thomas A. Pugh**, trucker; **Marvin M. Williams**, yardman.

El Paso Shops: **Spencer J. Titus**, toolsmith, retired Sept. 30 and the following day fellow workers in the blacksmith shop held a reception in his honor, with Foreman Frank J. Gutsch presenting a gift in their behalf. Titus started work in Aug. 1907, and, except for a short break in service during 1922, has been continuously employed at the local shops as blacksmith and toolsmith. . . . **Frank Guerra**, who started as a boilermaker helper in Oct. 1913, retired Sept. 30 as boilermaker. . . . Annuity application has been approved for **Desiderio C. Zubiante**, boilermaker.

Rio Grande: Roundhouse Foreman **John F. Miller** was the honor guest at a big dinner party held in Douglas on the eve of his recent retirement. (Picture page 21.) Neighbors joined with railroad folks in the affair sponsored by the Brotherhood of Locomotive Firemen and Enginemen, and attended by 76 persons. Speakers included W. G. Reid, master mechanic, Rio Grande Div.; A. F. Burke, master mechanic, Tucson Div.; Bill Brooks of Tucson; Dr. N. V. Alessi of Douglas; and R. L. Whitlow, who spoke in behalf of W. E. Jones, international vice president of the Brotherhood. Mr. Miller started railroading with the Burlington in 1887. He was promoted engineer in 1893 and since that time had been running a locomotive or supervising locomotive repairs. He had been with EP&SW and SP at Douglas since 1913. . . . Terminal Trainmaster **Jess Snyder** was presented with a generous check by fellow workers at Carrizozo, N. M., when a number of friends arranged a surprise demonstration at his home on the day of his retirement Sept. 30. "It is with mingled feelings of regret and happiness that we see you pull in on the siding," said the letter read by C. N. Lemmon which accompanied the check. In a reply written from his new home in Albuquerque the veteran said he had purchased a comfortable chair, a reading lamp, and some clothing. Snyder started with the old EP&SW as a yardman in Aug. 1909. He became yardmaster in 1924 and had been terminal trainmaster since 1925. . . . **Roy J. Woods**, brakeman at Tucumcari, retired Sept. 30 after service that began as a yardman on the EP&SW in May 1910. . . . **J. A. MacLeay**, machinist at Lordsburg, retired Oct. 31. He started in May 1898 and has since held various machinist and foreman positions on this division. . . . Annuity applications approved: **Jasper N. Ferguson**, shop policeman; **Charles A. Tilson**, engineer.

Sacramento: Yardman **Frank A. Baker** completed 45 years of railroading when he retired at Roseville Sept. 30. He worked as conductor with the Maine Central and Boston & Albany before coming to SP in 1907, since which time he has been continuously at Roseville. As a final tribute on his last day, a number of his associates, including Engineer W. C. Ferguson who has worked with him in switching for several years, met him at the yard shanty to join in the presentation of a check. . . . Annuity application has been approved for **Henry B. Hickerson**, conductor; **Charles K. McArthur**, towerman.

Sacramento Shops: It was a happy birthday for **W. R. Mugford** on Oct. 2 when he retired after 31 years in various capacities at the shops, including more than 20 years as foreman of the bolt shop. He received a number of farewell gifts, the presentation being made by Herb M. Link, foreman of brass finishers. Among those present was his brother, J. C. Mugford, foreman of welders. . . . **Geo. L. Buchler**, painter at Car Shop 3, retired Oct. 1. His first work with SP was in Oct. 1904 as a car builder, but he was out of service for several years, returning in 1920 as a painter. . . . Annuity application approved for **Frederick J. Stephens**, painter.

Los Angeles: After nearly half a century of railroading, Yardman **Robert J. Crawford**, of Los Angeles, retired Sept. 27, his 65th birthday. He started as a station helper at Wyanet, Ill., for the Burlington when he was 15 years old. He came to the SP as a brakeman at Sparks in Jan. 1921, later transferring to the LA division, where he had been in yard service since 1924. He was given the customary send-off by his yard associates, with Yardmasters H. E. Stone and R. P. Collins joining in the demonstration. . . . Annuity applications approved: **Albert Brower**, signalman; **Edward Brunner**, agent; **John M. Crum**, signal foreman; **Everett E. Jackson**, car inspector; **Bennett B. Turner**, brakeman; **Wm. A. Wheeler**, conductor; **Joseph Winn**, lounge car porter.

Los Angeles Shops: Annuity applications approved: **John Hatley**, machinist helper; **Wm. C. McKelvey**, piper.

Stores: **D. Pasquale**, advance machine helper, Brooklyn, retired Oct. 31 after 24 years with the Company.

General Office: Passenger Acc'ts Office held a reception Oct. 12 for **Morris E. Moe**, who had retired the first of the month as ass't chief clerk of the Statistical Bureau. Auditor G. W. McElwain and Chief Clerk A. W. Vandecar took part in presentation of an easy chair to the veteran, who began his work at the General Office in 1908.



Morris E. Moe (seated center), retired ass't chief clerk, Stat. Bureau, Aud. Pass. Accts., was presented with fine chair at department reception October 12. Seated right is Auditor G. W. McElwain; left is A. W. Vandecar, bur. chief clerk.



(Below) S. J. Titus (center, coat on, holding package), toolsmith, El Paso, received electric drill from Blacksmith Shop associates when he recently retired. Presentation was made by Dept. Frmn. F. J. Gutsch, standing right in front of Shop Sup't M. J. Gunther.

Engineer John G. Lackey busy with oil can just before taking his engine out of Roseville to wind up 45 years' service with the SP.



(Below) Douglas' SP Family turned out in force to honor John F. Miller (standing rear) when he retired as roundhouse foreman to end 50 years of railroading. Joining in the tribute to the veteran and his wife were many SPers from various points on Rio Grande-Tucson Divs.



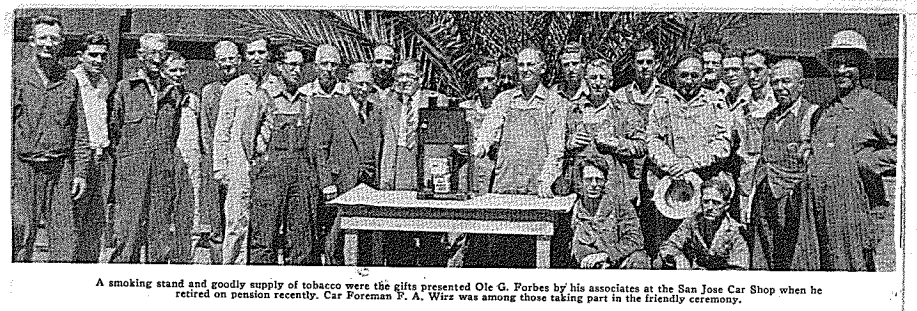
(Right) Yardman Frank A. Baker is receiving from Yardman Andrew Macpherson (left) a generous check as hearty farewell from his Roseville cronies when he hopped off "1409" to turn in his last switch list before retiring.

In the tropics R. E. McNeal, retired telgr., Portland Div., shows "puhi" (eel) taken in Tahiti waters off Papeete. His home life there was close to nature. See item on pg. 19.

(Left) Retired with 45 years' railroading is Otis Weeks, Div. Engr. Salt Lake Div. See pg. 20 for career review.

(Right) Trainmaster J. Trefren saw service on many SP divisions starting as "wiper" at Grants Pass in 1904.

(Below) W. R. "Bill" Mugford, center of a group of the Sacramento shopmen when he retired as foreman of the Bolt Shop. Admired for his fellowship, he was showered with many gifts and good wishes.



A smoking stand and goodly supply of tobacco were the gifts presented Ole G. Forbes by his associates at the San Jose Car Shop when he retired on pension recently. Car Foreman F. A. Wirz was among those taking part in the friendly ceremony.

Promotions & New Jobs:

Engineering: **F. A. Felkert** moves from division engineer on the Rio Grande to the Salt Lake Div., succeeding Otis Weeks, retired. Felkert's headquarters have been at El Paso since 1933. He started with SP as a rodman in 1909 and the greater portion of his service has been on the Portland Div. **R. W. Putnam**, ass't div'n engineer on Portland Div., succeeds Felkert on the Rio Grande. Most of his career dating from 1912 had been on the Portland Div., as rodman, roadmaster at Oakridge and then ass't div'n engineer. **G. H. Fair** succeeds Putnam at Portland. . . . **E. E. Edwards**, roadmaster of Oakridge, recently left SP service, was succeeded by Roadmaster **J. J. Doyle** of Klamath Falls. Doyle's position was taken by **G. L. Lambert** of Bowie who was succeeded by **M. T. Pruett** of Carrizozo. **E. M. Montford** of Div'n. Engineer's office, El Paso, succeeds M. Pruett as roadmaster, Carrizozo. . . . On the retirement of Roadmaster **J. O'Hara** of Oakland Pier, Roadmaster **C. Donovan** moved from Fresno to Oakland. Roadmaster **E. B. Lohr** moved from Douglas to Fresno, Section Foreman **L. R. Adams** of Bowie became roadmaster at Douglas.

Operating Dept.: Incident to the retirement of Trainmaster **J. M. Trefren** of Portland, his territory was taken over by Portland Trainmaster **W. W. McDonald**. **F. E. Kalbaugh** of Roseburg replaced W. W. McDonald and was himself replaced by former Ass't Trainmaster **C. E. Cavender**. Ass't Trainmaster **C. H. Grant** of Crescent Lake went to Roseburg in the same capacity, being succeeded by former Engine Foreman **G. A. Sprague** of the Sacramento Division. . . . When **Lee Sloan**, sec'y. to Sup't. of Salt Lake Division was placed on survey work, **Geo. J. Greenwood**, former sec'y to ass't. sup't. Coast Div'n went to Ogden, and in turn was replaced by **J. N. Ewers**, former trainmaster's clerk, San Luis Obispo. Clerk **Marty Boland** of Watsonville Jct. succeeded Ewers at San Luis Obispo.

Motive Power: On the retirement of Roundhouse Foreman **J. F. Miller** of Douglas, **L. T. Bacot, Jr.**, roundhouse foreman, Carrizozo, transferred to Douglas and was succeeded by **J. W. Baxter**, former master mechanist of Douglas.

Miscellaneous: A cordial welcome to the new employes of PMT's Portland office: Miss **Marie Morrison**, **Ture Erickson** and **Curtis Barber**. . . . **Bernal R. Quayle**, PA, Oakland Pier, has been temporarily appointed to fill position of **R. T. Bryant**, CPA, who is again confined to the Gen'l. Hospital. **E. G. Johnson**, ticket seller from Third & Townsend Office, SF, replaces Quayle. . . . **Giles Vanderhoof** of Sparks completed his sheet metal worker's apprenticeship in October. . . . General Freight Office promotions for **D. L. Wilson**, **Lee Sturges**, **Robert Nunes** and **Ed Conroy**. . . . Welcome to **Jack C. Lampson** and **H. V. Fredericks**, new employes in the Blueprint Room. . . . **Walter Thomsen**, blueprinter, left the service to work as a draftsman with a construction company.

Illness:

Sacramento Shops: Painter **Fred Stephens**, Helper **J. Senna**, Machinist **F. O'Connell** and Carmen **Mike Kachuck**, **W. Peters** and **E. R. Heur** are nursing their ills at home. . . . Foreman of Pipe Shop **Walter White**; Carmen **Elwood E. Johnson**, and **Pete Nessina**; Sheetmetal Worker **A. Eberhardt**, and machinists **LaVern Uman** and **John Parks** are signed up at the SF Gen'l Hospital. . . . **Manuel Soares** is receiving the attention of the local Sutter Hospital. . . . Answering "present" at the Tucson Hospital are **Wayne Wise**, **H. C. Berg**, **Mike Ostoja** and **Art Soares**.

General Office: **Geo. Quackenbush**, **Mark Hurley** and **Bill Stephenson**, all of the General Freight Dept., were bedded down in the Gen'l Hospital. . . . Continued illness forced Blueprinter **Larry Dwyer** to take a leave. . . . **Laury Anderson** of the Addressograph Dept. isn't bowling up to his usual ace-high average these days. Anderson broke a bone in his right foot and thus far has found it impossible to bowl on crutches. . . . **Mary Minihan** of Aud. & Pass. Accts. remains absent after severely fracturing her shoulder recently. . . . The Mechanical Dr. of Aud. of Pass. Accts. looks more normal now that **E. J. Girard** and **J. Z. Howe** have returned to their desks from Gen'l Hospital.

Stores: Scrap Cutter **Leroy Cate** and Helper **Thomas Mercier**, both of Brooklyn Stores, passed each other en route, Cate coming from the Gen'l Hospital, Merriott going to.

Tucson: It was back-to-work time on the Tucson Division with Signal Maintainer **Ammie Marlow** returning to Dock after sick leave since December, 1939. . . . **Chas. E. Luckett**, B&B Foreman Tucson, resuming duties after layoff since June, 1939. . . . Engineer **H. C. Huddleston** again active after six months' rest.

Miscellaneous: **Charles Olson**, ticket clerk at San Luis Obispo, is in the Gen'l Hospital. . . . Back to work after illness in Klamath Falls are Brakeman **Chet Anders** and Telephone Operator **Clare Moseley**.

Nurses being nursed: Taking some of their own treatment are the following members of the General Hospital staff: Head Nurse **Cleny McDonald** and Ass't Head Nurse **Elizabeth Shand** are laid up with injuries. . . . Nurse **Dora Dowd** of the General Office is recuperating from illness. . . . Chief Surgeon **Dr. C. A. Walker** was also having his ills, but was being doctored at home.

Died:

San Joaquin: Engineer **C. J. Tomaier** of Fresno, Oct. 4. . . . Agent **J. S. Trickey**, of Huron, Oct. 4. . . . Pensioner **James M. Nugent**, machinist, Oct. 2.

Rio Grande: Retired Conductor **George W. Savage**, Sept. 25.

Tucson: Train Baggageman **Harry E. Dow** at Yuma, Sept. 24. Dow had twenty years' service; died suddenly. . . . **Manuel J. Lopez**, car oiler, Tucson, Sept. 16. . . . Brakeman **Morris Susenud**, in Phoenix, Sept. 24, after several years' illness. . . . Pensioner **Antonio R. Obregon**, machinist helper, Oct. 13.

Salt Lake: Brakeman **F. E. Frost**, Oct. 16. . . . Agent **B. H. Ritts** of Golconda, Oct. 2. . . . Frost had 17 years' service, Ritts 21.

Sacramento: Pensioners **James E. Cook**, brakeman, Sept. 27. . . . **John Lamb**, crossing watchman, Oct. 16. . . . **Henry W. Manby**, boilermaker, Oct. 10. . . . **James G. McLeroy**, brakeman, Sept. 12. . . . **William B. Phayer**, bridge watchman, Sept. 28. . . . **Edward Waters**, engineer, Oct. 16, in Roseville. . . . **Christian A. Nelson**, former freight car inspector, October 22.

Sacramento Shops: Inspector **H. C. Taylor**, Oct. 16. . . . Helper **Joseph E. Engvall**, Sept. 20. . . . Mach. Helper **James Vanskike**, Oct. 16. . . . Pensioners: **Timothy J. Daley**, mill engineer, Oct. 15. . . . **Joseph L. Donahue**, car builder, Oct. 27.

Sacramento Stores: Laborer **Juan Gutierrez**, October 5 in General Hospital, after eighteen years' service. . . . **Frederick Mikkelson**, store helper, Oct. 7 in Gen'l Hospital. . . . Pensioners: **Joseph L. Cox**, store helper, Sept. 25. . . . **Dennis Kennedy**, scrap sorter, Oct. 4.

Western: Ticket Collector **Frank P. Kane**, Oct. 1. . . . Pensioners: **Samuel J. Drew**, conductor, Oct. 14. . . . **Maitland M. Harris**, section foreman. . . . Engineer **Edward S. Lincoln**, Oct. 1. . . . **John O'Keefe**, car inspector, Oct. 6. . . . **Charles A. Uplinger**, yardman, Oct. 16.

Portland: Conductor **J. W. Tynan** of Roseburg, Oct. 10. Tynan was the third oldest conductor on this division in point of seniority. . . . Engineer **Floyd H. VanBiper** of Albany, Oct. 13. . . . Pensioner **Ira M. Holcomb**, water service foreman, Sept. 26.

Los Angeles: Fireman **Walter Thompson**, Sept. 26, in Gen'l Hospital. . . . Pensioner **George Nelson**, enginehouse clerk, Oct. 5.

Coast: Conductor **Percy J. Clark** of Salinas, Sept. 27 in Gen'l Hospital, after 36 years' service. . . . Conductor **Bruno S. Pilz**, Watsonville Jct., Sept. 24. Pilz had been on sick leave nearly a year. . . . Signal Maintainer **Huey E. Burris**, Oct. 6, after 37 years' continuous service. . . . Division Electrician **John I. Howard**, Oct. 6; continuous service from 1901, division electrician since 1924. . . . Conductor **Carl W. Gaiton**, Oct. 19, in Gen'l Hospital. . . . **Manuel Martinez**, track laborer, Watsonville Jct., Oct. 20, after sixteen years' service. . . . Pensioners: **Timothy D. Frederick**, tender truckman, Oct. 5. . . . Engineer **C. M. Hunter**, Oct. 7.

Miscellaneous: **William H. Snell**, timber cruiser, Land Department, Oct. 9. . . . Pensioner **John C. Weigandt**, asst. chief clerk in New York Office, Oct. 17. Weigandt served in the New York office since 1913 and was widely known to many SP'ers who visited the Atlantic Coast. . . . Machinist **Carlos S. Cuervo** of El Paso Shops, Oct. 6. . . . Pensioner **Joseph Reklis**, longshoreman SPSS Lines, Oct. 3.

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Married:

El Paso Shops: That Daniel Cupid is still deadly accurate with his fatal bow-and-arrow is apparent by the marriages recently reported from the El Paso Shops: Machinist Helper **Manuel Drusina** to Miss Emma Prieto. . . . Blacksmith **Gus A. Ludwig** to Miss Blanco Rechy. . . . Freight Carman **Helmuth W. Brockmoller** to Miss Ida Inez Clark. . . . Machinist Apprentice **Jack Nash** to Miss Ruth Reasoner.

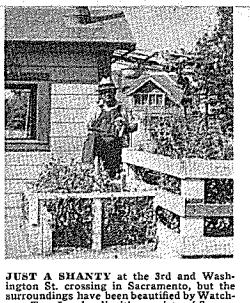
Sacramento Shops: Machinist **Francis E. Appel** to Miss Virginia Hayes, at Roseville, Sept. 29. . . . Machinist **Richard Cox** to Miss Mary Alice Scanlon in Sacramento, Sept. 29. . . . **Jack Bluette** of carshop to Wilma Dwyer, Sept. 28, in Reno.

Stores Department: **Edward O. Turk**, blacksmith helper, Sacramento, to Miss Virginia Pavilla. . . . Store Deliveryman **Fred Garst** of Brooklyn to Miss Layne. The couple were given a set of silverware by Fred's fellow employes.

Tucson: Two confirmed bachelors from the Tucson roundhouse recently left the ranks of the single: **Augie Acuna**, just retired from military duty, came to a decision during last month when it came to adding to the citizenry of the country. Their total count was four sons, one daughter. The sons: Mr. and Mrs. **Victor V. Flores** (painter), Sept. 8; Mr. and Mrs. **Ramon Carreon** (truckman); Mr. and Mrs. **James M. Hunt** (machinist); Mr. and Mrs. **Travis Merritt** (machinist), Sept. 18. The daughter: Mr. and Mrs. **Houston C. Barr**, Sept. 26. Barr is a machinist.

Pacific Motor Trucking: To Mr. and Mrs. **Dan O'Connor**, a daughter, Kathleen Bridgett O'Connor, Sept. 29. O'Connor is Ass't Sup't of PMT in Los Angeles. . . . To Mr. and Mrs. **L. E. Storms**, a son, Richard, Sept. 22. Storms is in PMT Bureau of Aud. of Disb. SF.

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JUST A SHANTY at the 3rd and Washington St. crossing in Sacramento, but the surroundings have been beautified by Watchman Tom Lombardi with a variety of flowers that is attracting much favorable comment.

General Office: **Edwin Jensen** and Miss Bernice Robbins, October 5. Jensen is clerk in Aud. Misel. Accts. . . . **Dorothy Carter** and Robert Alley, October 4. Miss Carter is Comptometer operator, Aud. Misel. Accts. . . . Clerk **L. J. Doherty** of Auditor of Disbursements Office, SF, to Miss Frances Rooney, Oct. 12.

From the SP Telegraph Dept. comes word that their **Mary Kennison** will take to the altar November 9, with Mr. Lester Bartman of the Crocker First National Bank . . . and that **Emily Macfee** will do the same with Conductor **Jack Holland** some time in January.

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Born:

Sacramento: To Mr. and Mrs. **Meyer Jacobs**, a boy, Sept. 23. Jacobs, Sparks shopman, says U. of Nevada degree will have to worry about its football fullback for 1960. . . . Mr. and Mrs. **Harold V. Meyer** are receiving congratulations over the birth of a son, Oct. 17. Meyer is a painter in Sac'to Car Shop No. 9.

Rio Grande: The El Paso Shops led all the divisions last month when it came to adding to the citizenry of the country. Their total count was four sons, one daughter. The sons: Mr. and Mrs. **Victor V. Flores** (painter), Sept. 8; Mr. and Mrs. **Ramon Carreon** (truckman); Mr. and Mrs. **James M. Hunt** (machinist); Mr. and Mrs. **Travis Merritt** (machinists), Sept. 18. The daughter: Mr. and Mrs. **Houston C. Barr**, Sept. 26. Barr is a machinist.

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Bugle Blows:

As we go to press the Nation awaits the first drawings in national conscription. Many of SP's younger employes will probably be called, and there is much speculation over the system as to the fit of a uniform and who salutes whom. ● Men from the Sacramento Shops recently measured for military uniform via the enlistment route were: Sheetmetal Worker **N. Zupan**, now at Mare Island; Apprentices **M. L. Mensegrate**, **Leonard Smith**, and **Darrell Walker**, now members of the U. S. Army. ● When the National Guard left Tucson for one year's service Sept. 26, **Eduardo Rios**, car inspector at Tucson, bade good-bye to four sons: Antonio, Ramiro, Ricardo and Reynaldo. Rios has ten sons, no daughters. "The other six boys are ready to serve when their country needs them" he said proudly. To his thirty-seven years' service and to his ten fine sons SP takes off its hat. ● It's salute and click heels to **Wm. F. Benson** of the Valuation Dept., SF. Oct. 7 he advanced to major in the National Guard. ● First to enlist from the LA Union Passenger Terminal was **Marvin Lee Elliott, Jr.**, son of Chief Clerk **M. L. Elliott, Sr.**, of the Baggage Dept. Marvin is now with the Marines at San Diego. ● Following the flag for a year's training with the National Guard are six members of Tucson roundhouse: **Edward Granillo**, **William Klauser**, **Albert Loderdale**, **Walter McDonald**, **Dan Johnson** and **J. F. Newman**. They report to Fort Sill, Oklahoma. ● When **Joe Hernandez**, machinist helper at Tucson, registered for conscription he brought all six of his children with him —just to make sure Uncle Sam understood he was a married man with a family. ● When Number 158 was drawn first in the conscription lottery, **Bill O'Leary** of Real Estate & Tax Office found himself $100 richer. His conscription number, 1058, ended in the lucky digits that won a local pool. ● **Bill Dyer** and **Robert Wheeler** of the General Freight Office, SF, are now in Monterey with the U. S. Army. They enlisted a few weeks ago.

The "Bulletin" Correspondents—*They'd Like to Have Your News Items*

WESTERN DIVISION: **Walter E. Lake**, lease agent, Oakland Pier. *Assistants:* **L. W. Sloan**, Stockton; **Henry Lortez**, Oakland Pier; **Al Ganoung**, West Oakland Yard; **R. Rooney**, Water Service Dept.; **A. E. Helling**, Oakland Pier; **M. J. LeClert**, Tracy.

SACRAMENTO DIVISION: **C. C. Reeve**, asst. chief clerk, Sacramento. *Assistants:* **W. L. Minor**, Dunsmuir; **W. C. "Sparky" Heilbron**, Roseville; **H. A. Teal**, Klamath Falls.

SALT LAKE DIVISION: **Lee W. Sloan**, sup't sec'ty, Ogden. *Assistants:* **Bruno Tassoni**, Sparks; **D. DeGroot**, Montello; **V. N. Hansen**, Carlin; **G. A. Gillett**, Imlay.

PORTLAND DIVISION: **Howard E. Bailey**, sec'ty to ass't superintendent, Portland. *Assistants:* All agents and roadmasters' clerks.

COAST DIVISION: **J. N. Ewers**, San Luis Obispo; **F. J. McCabe**, Watsonville Junction; **Ralph Sheehan**, 4th & Berry, S.F.; **R. McClintock**, San Jose.

SAN JOAQUIN DIVISION: **Tom Billingsley**, sup't sec'ty, Bakersfield. *Assistants:* **Lucille St. Louis**, Fresno; **E. W. Smith**, Bakersfield roundhouse; **N. W. Tammer**, Mojave.

LOS ANGELES DIVISION: **Walter S. Olson**, sup't sec'ty, Los Angeles. *Assistants:* **Jas. B. Steele**, Taylor Roundhouse; **Max M. Damon**, L.A. Freight Station; **Elinor Jakes** and **K. P. Glnn**, SP Club.

TUCSON DIVISION: **Leroy Magers**, head timekeeper, Tucson. *Assistants:* **Mike Quihuis**, Tucson; **Eddie Amaya**, Yuma; **D. B. Dorsey**, Phoenix; **H. C. Collier**, Gila; **Max Richards**, Globe.

RIO GRANDE DIVISION: **Robt. R. Hall**, payroll voucher clerk, El Paso. *Assistants:* **R. K. McDonald**, master mechanic's office, El Paso; **L. B. Armstrong**, Tucumcari; **W. F. Hamilton**, Deming; **Geo. Ferguson**, Douglas.

SACRAMENTO GEN'L SHOPS: **Lloyd Phillips**, sec'ty to sup't motive power. *Assistants:* **R. J. Moseley**, **O. E. Chappell**, **P. B. Miller**, **W. J. Lambert**, **Edw. A. Cecchettini**.

LOS ANGELES GEN'L SHOPS: **Chas. B. McLellan** and **Carl G. Randall**.

EL PASO GEN'L SHOPS: **Ellis Crysler**, general clerk.

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